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Vol. CLXXXVI No. 2429 WITH WHICH IS INCORPORATED THE GRAPHIC AUGUST 10 1946

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Volume CLXXXVI No. 2429

The SPHERE, London, August 10, 1946

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

AFTER THE DETONATION OF THE UNDERWATER ATOM BOMB AT BIKINI ON JULY 24. THE HUGE RADIOACTIVE CLOUD REACHES ITS PEAK—a picture taken just before the great mass began to break up and disperse in the air

When the bomb was exploded under water, a gigantic geyser of water and smoke, topped by a huge dark cloud, towered into the air. As it reached its peak, billowing waves rose from the base of the atom-made boiling water-spout. In the picture above, the cone in the centre, topped by a giant mushroom-head, is already beginning to disintegrate, at the same moment that huge vapour waves began to form on the surface of the sea as a prelude to the "tidal wave" which later swept over the atoll. The explosion was in every way as spectacular as that of the first experimental bomb. (*Further pictures from Bikini will also be found on pp.* 166-67 *of this issue*)

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Peace-making.—Harold Nicolson's first broadcast from Paris did not in my ears "ring in a thousand years of peace." But, then, he is in some sort "fresh from" the Congress of Vienna and the Versailles Jamboree—which could easily account for his sub-acid disillusionment in advance. And, indeed, you would not expect to find every prospect pleasing in Paris. The snags are plenty and imponderable. The very procedure is yet to be shaped and agreed; and then, who can forecast the attitude and behaviour of the delegates of twenty States in relation to items which closely affect their nationalism or *amour-propre*? It is something surely that the Conference is assembled, that the delegates are there, and that Russia and America are among them, resolved to play a big part in international affairs, even though their several parts are sometimes strongly opposed and may not always make for progress to an agreed settlement. We must look upon this Conference as upon a dredger at work in a muddy basin. It will stir up a lot of muck; it will lift on to the bank only a small percentage of the deposit it hoists. But it will leave the channel in the end a little clearer. The process may be wasteful, but it is the only process we know, and it will make a start to restore communications. Mr. Byrnes brings a pledge that America will never again isolate herself from Europe. Mr. Attlee for a time plays Mr. Bevin's part of 'Ercles, and M. Molotov (we hope) will learn the difficult word "Aye," and sometimes use it. And France, the traditional hostess of peace treaties, has centuries of the culture of the Salon behind her to provide tact and formula and expedient for compromise.

Progress in Paris.—The Paris Conference has at least snatched back mild hope from engulfing despair. The crater-edge yawned and the feet which had advanced most recklessly towards it drew back, as if stung. It looked impossible a few weeks ago that a date for the Peace Conference could be fixed for July. What has happened is the result less of tact and conciliation and firmness than of sudden panic. The crater yawned and spat; and those who believed there was still time and space for manœuvre felt the scorch and blast . . . and "thought again." Second thoughts tell every participant in a post-war settlement that nothing can make their conferences succeed but a determination that they shall not fail and a realisation that no one who comes to the table can hope to leave it with 50 per cent. of what he wanted to get. Compromise and the determination not to fail alone can achieve a measure of success; and all the wars in history are the result of that fatal belief of some national leader in the extent of the "ground for manœuvre" before accepting the inevitable compromise. It 's a narrow strip, slippery and sloping. And, once more, it 's been nip and tuck. Second thoughts came at the fifty-ninth minute of the eleventh hour.

Shinwell and the Lords.—It would not have struck me as a surprise if this Labour Government had put among its first priorities the Abolition of the Hereditary Chamber. It did not do so. Mr. Shinwell appears to be the only member of the Government to-day who finds the House of Lords a "King Charles' head" and cries a "*delendum est.*" Other members of the Government are quite content to wait, and several of them have joined the ranks of the Hereditary Peers, an inevitable "sacrifice" while our Constitution remains as it is. Meanwhile the Upper House acts according to its honest judgment, sometimes "risking" a Government defeat when it considers an honest principle is involved; and once or twice the Commons have accepted defeat. The Lords' debates are often on a higher and more responsible level, and much better informed, than the Commons, and it is late in the day to speak of the Lords "abusing the common people." Mr. Shinwell might as well call a peer a "blood-sucker." But no doubt he chose his phrases to impress and inflame an audience not quite so enthusiastically Socialist as six months ago. But if Mr. Shinwell reveals "all the dignity of a Cabinet Minister," it looks as if Mr. Attlee and his team have still something to learn from their despised predecessors. Englishmen still value dignity in politics, and grow a little ashamed of Ministers who behave like street arabs.

"Telling the People."—Of late, some journalists who think for themselves have somehow convinced me that even I am not always a mere parrot. I have in the past years repeated myself *ad nauseam* in arguing that no Government can hope ever to secure the intelligent co-operation and *sustained* support of a democratic people unless it "tells the people" the why and the wherefore of its policy and plans. And this Government, which needs that support as much as any in our history, is already forgetting its promises of the hustings. Already complaints are heard, even from the T.U.C., certainly from Fleet Street, that the stranglehold of Bureaucracy is closing on the throats of Ministers. "Wait and See" is Bureaucracy's favourite slogan and policy of safety. The public is always fobbed off with "Parliament." "When Parliament meets, your Member will ask the reason why on your behalf and ventilate your doubts and questions." Parliament can never do for the public what the Press tries to do all the time. And to-day the Press is more starved of factual information than ever it was. In small matters or in big, it is the same story. The people are being kept blindfold; no reasons are supplied, lest reasons should give handles wherewith to jolt Bureaucracy. If Ministers will not soon break from their fetters and speak out and speak "brass tacks" (as Churchill and Woolton spoke them during the war), then Mr. Attlee's Government may be sure of one thing: intelligent co-operation they will get neither from the nation nor for very long from their own party, from the T.U.C., from the Council of the Labour Party. Instead, they will get suspicion within their own ranks and apathy or obstruction from the nation. It is true of things tremendous and things trivial, of our policy *vis-à-vis* Russia or of why gas-masks are not salvaged. We are left in the dark.

Hollywood's England.—I shall never understand the mind and aims of the foreigner who lays his powerful hand on England, on our history and our classics, our habits and social conventions, having in view *English* audiences; who will spend a million dollars on his scenic effects, but will not fee one average Englishman (cheap at 10,000 dollars) to advise him on how our conventions and institutions *work*, and to rescue him from a hundred ignorant gaffes, which turn our admiration to titters. Yet it is *always* so, whether the foreign boss steals our history, or our novels, or our social history. His blind egotism and besotted pride assure him there is nothing to learn. No good to tell him that if he wants to depict with conviction the inner circle of fashion in, say, the era of the Whigs or the Edwardians, he must not let the butler announce a viscount as "Viscount Blank," and must not use too freely the courtesy title of "Honourable." Such tiny points are "beneath his notice." But what a difference the neglect of them makes upon the English cognoscenti! His million dollars' ship is thrown away for a ha'p'orth of tar. *Cluny Brown* lacks that ha'p'orth. No. Hollywood and Co. have yet to learn that England can never be successfully depicted on the screen by those who spread the grease-paints with a trowel, and are too vain to ask advice and to master our small, tremendous trifles. As well might Ferneley have painted the Quorn Hunt and mounted his patrons facing their horses' tails.

KUMAR RAMENDRA NARAYAN ROY, SECOND SON OF THE LATE RAJAH OF BHOWAL, REGAINS HIS ESTATE AFTER TWENTY-FIVE YEARS OF DISPUTE CONCERNING HIS IDENTITY: An appeal by the Ranee, who remarried after the "death" of the Rajah, was dismissed by the Judicial Committee of the Privy Council. The strange story of the heir to the late Rajah of Bhowal was revealed when an appeal against the decree of the High Court of Calcutta, made in 1940, was dismissed. The Ranee claimed that the Rajah was not alive and that the plaintiff was an impostor. In 1909, he fell sick, was assumed to be dead, and was placed on a funeral pyre. The Ranee stated that she had seen him cremated. It transpired that a rainstorm prevented the fire being lit, and when the bearers returned to light it the body had disappeared. Kumar Ramendra Narayan Roy lost his memory and was looked after by the Naga Sannyasis (nude mendicants). Twelve years later he came to Dacca, was recognised as the second Kumar of Bhowal, and started the proceedings that have only now been completed. He died four days after his claim was upheld

Goodwood 1946.—I had not been to a race-meeting for many years when I revisited Goodwood on the opening day. What a changed world it is—I don't say changed for the worse! Glorious Goodwood is still glorious in its views and the quality of the racing. Rather small fields and faulty car-parking organisation will no doubt be adjusted by time and experience. The change that has come to stay is the social and economic change. I took my family to introduce them to the Sport of Kings (and, incidentally, we fleeced the bookmakers with our shrewdly-invested half-dollars). Nowadays, to take a family party of four in to enjoy three-hours racing in the Grand Stand Enclosure (with no right of entry to the Paddock) costs paterfamilias (with car parkage) £6 10s. For the four-days racing it would cost him £25 at least. These sums always appeared large sums to me, and still so appear. But they are *nothing*—a flea-bite—to the "new rich." So it was that from my viewpoint among the bookies in the public enclosure (11s. 6d. a head per day), I watched, fascinated, the queue of persons who were proffering bank-notes for the grand stand enclosure. All our village shopkeepers and their families were passing in to that once select and smartly-dressed Valhalla. Later, between races, I raked the grand stand enclosure with my glasses to try to identify one single acquaintance in my own county—in vain. The enclosure was packed by the "new rich," and the new rich do not (cannot) waste their money on clothes. Sartorially, we looked *en masse*, rich or poor, like the raggle-taggle gipsies, oh. But it was all very friendly, jolly and good-humoured, save only in our mismanaged car-park.

Matrimonial Cases—and Justice Muddlecombe.—Yesterday I passed a long summer day in our stuffy court-house. We were engaged on matrimonial troubles. I hope that the Commission which is looking into Mr. Muddlecombe, J.P.'s frailties will take note of some of the responsibilities which our Judicature throws on him. Wars play hell with married life, and there are plenty of matrimonial disputes to be settled in court. Petty Sessions may grant separations, for example, where "persistent cruelty" can be proved. What is "persistent cruelty"? The High Courts have never made an attempt to define it for our guidance. Time and again we Muddlecombes, after hearing the evidence and assessing the characters of the spouses, come to the conclusion that they can never come together again and that a separation would benefit them and their children, grave and unsatisfactory as that condition is. But we have first to find proved the justification for making the order. And we have no help at all from above. We are invited to "rush in" where the angels of the High Court fear to tread. And so it is that scores of unhappy couples must drag on a miserable existence of mutual hate and constant squabbling, because the Law cannot make up its mind. But it is hard on the lowest court of all that it should receive all the blame for uncertainties which have their origin in the Higher Courts.

THE OLD STAGER

PICTURE OF THE WEEK—FROM PARIS: AN AMERICAN FINGER IS WAGGED AT THE SOVIET during the gala ball held in connection with the Peace Conference. On the night of July 31 leading delegates to the Conference attended a gala reception arranged for them by the French Government in the famous Paris Opera House. This picture was taken at a moment when Mr. James Byrnes and M. Molotov were in friendly intercourse during the evening. Between the two Foreign Secretaries are (on the left) Mme. Bogomolov, wife of the Russian Ambassador to France; and (on right) M. Molotov's daughter, Vyacheslava. In the background is Mr. Jefferson Caffery, U.S. Ambassador to France. *(Further pictures of the Paris Peace Conference are given on the two succeeding pages of this issue)*

PICTURE OF THE WEEK—FROM BRIGHTON: A SCENE IN THE PAVILION BALLROOM DURING THE REGENCY BALL. On the right is Lord Bruntisfield as the Prince Regent. The palmy days of the Regency were re-created in the Royal Pavilion at Brighton last week. More than a thousand guests, many wearing the Regency costumes and jewels of their ancestors, danced to music of the period in the ornate Pavilion ballroom. Jewels and antiques, insured for more than a million pounds sterling, were on show. The Regency Ball, held under the presidency of the Duke of Devonshire, was planned as an exact replica of one held in 1850 to celebrate the restoration of the Pavilion. *(See also pp. 176-77 of this issue)*

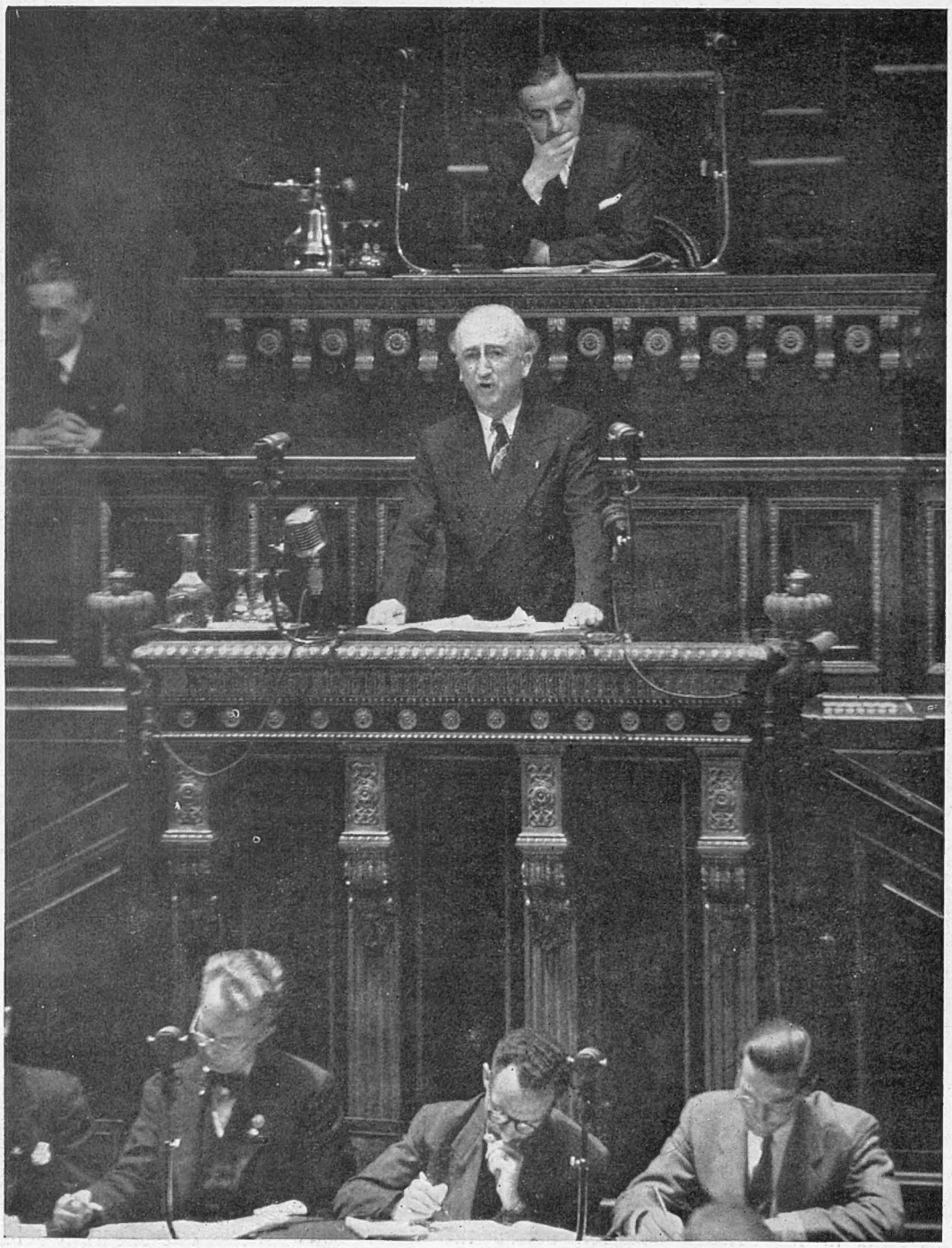
THE PEACE CONFERENCE OF TWENTY-ONE NATIONS

—First Pictures from the Luxembourg Palace

PARIS JULY 29, 4.21 P.M.: M. GEORGES BIDAULT, FRENCH PREMIER AND FOREIGN MINISTER, DECLARES THE OPENING OF THE PEACE CONFERENCE OF THE TWENTY-ONE NATIONS which waged war against the European enemy. Seated in front of his rostrum are the various delegations from all parts of the world, denoted by cards placed in front of them. The galleries are crowded with high dignitaries and officials from the twenty-one nations

A GENERAL VIEW OF THE SCENE IN THE RUE DE TOURNON, which runs up to the main gate of the Luxembourg Palace, as the delegates arrived for the opening

IN THE COURTYARD OF THE PALACE ON JULY 29 as the cars arrived with delegates. The streets leading to the scene of the Conference were crowded with spectators



THE AMERICAN SECRETARY OF STATE, MR. JAMES V. BYRNES, MADE THE FIRST REPLY TO THE INAUGURAL ADDRESS OF THE FRENCH PREMIER IN THE SALLE DES SEANCES: Here he is seen standing at the Speakers' Dais, with M. Bidault seated above him and a row of interpreters beneath. Mr. Byrnes's speech was made on the afternoon of the day following the opening of the Conference

THE ARRIVAL OF THE RUSSIAN DELEGATION: M. Molotov, accompanied by members of his suite, ascending the main staircase through a ceremonial guard

THE BRITISH PRIME MINISTER, WITH MR. A. V. ALEXANDER, FIRST LORD OF THE ADMIRALTY, listening to the speeches on the second day of the Conference

MR. CLEMENT ATTLEE, LEADER OF THE BRITISH DELEGATION IN PARIS, ADDRESSES THE DELEGATES AT THE LUXEMBOURG PALACE: He spoke after Mr. J. V. Byrnes, of the United States, and stressed the British attitude towards the problems confronting the Conference. "Let us never forget," he said, "that Germany and Japan are still there and that their capacity for making trouble if there is disunion in the Allied ranks is very real." Mr. Attlee was followed on the rostrum by Dr. Wang Shih-Chieh, who stated China's views on the draft treaties and on the European situation

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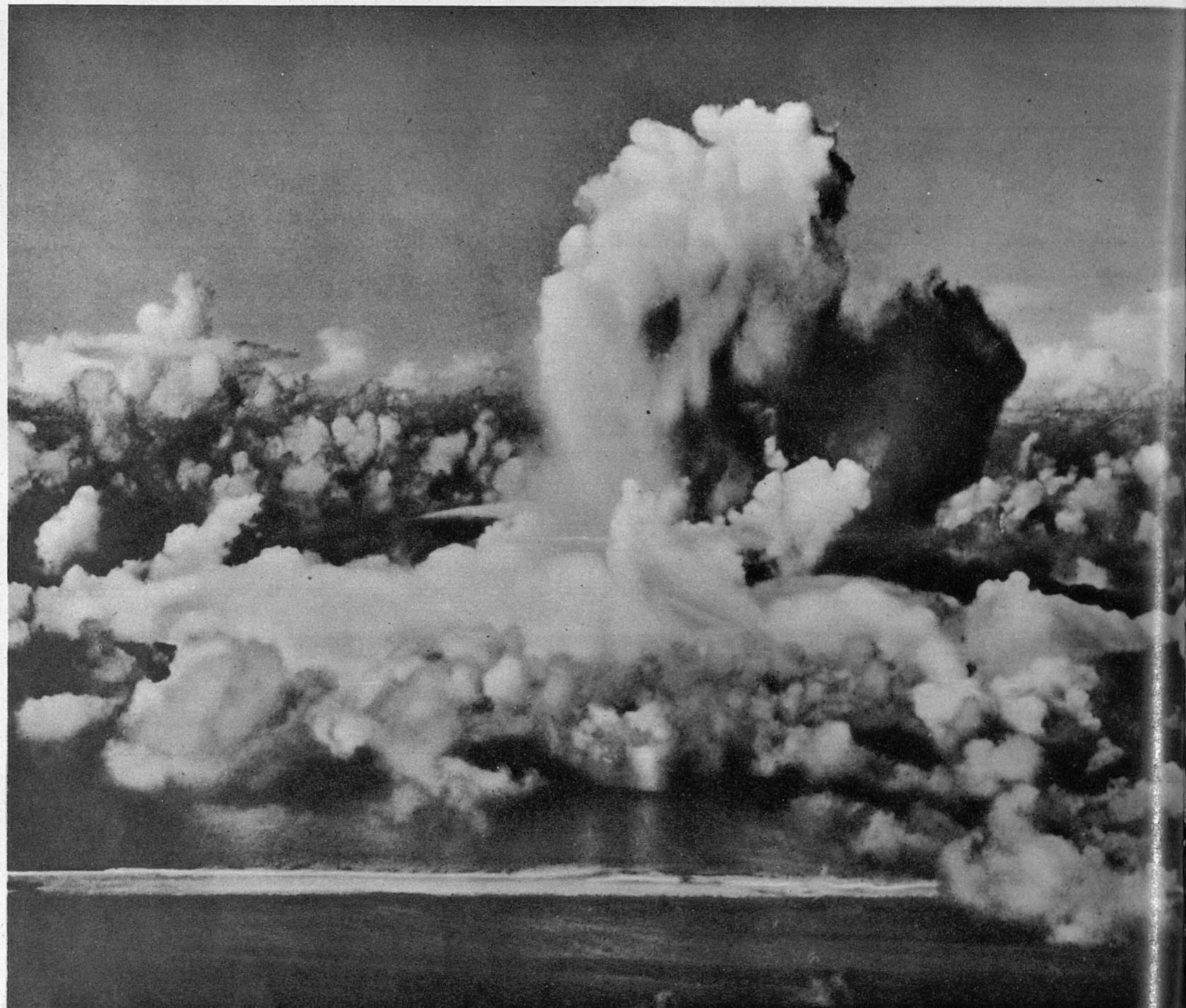
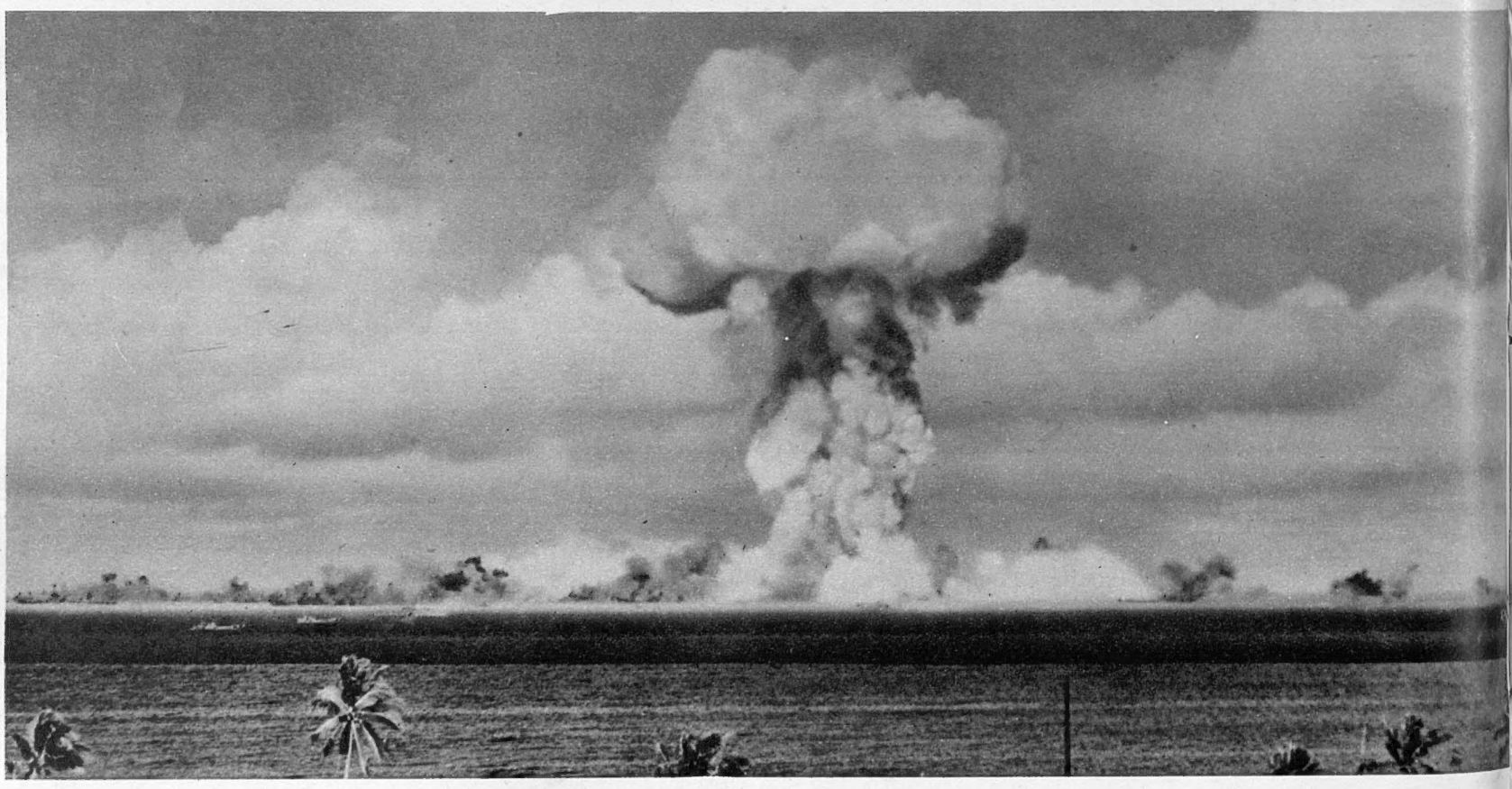


THE ATOM BOMB EXPLODES UNDER WATER IN THE LAGOON AT BIKINI ON JULY 24: THE HUGE CLOUD-MASS HAS FORMED AND IS BEGINNING TO RUSH UPWARDS, OBSCURING THE "GUINEA-PIG" FLEET, WHILE A VAPOUR-MASS RISES FROM THE SEA. Later, the cloud of water and steam blotted out the lagoon entirely. The column of water flung up by the explosion reached 5,000-6,000 ft. and had an estimated diameter of over 2,000 ft. at its base. This column was topped by a cloud of smoke. According to Mr. Cornelius Ryan, on board the U.S.S. *Appalachian* outside the Bikini Lagoon, "the water first erupted in a colossal geyser with rounded column. Then suddenly from the base burst a gigantic dome-shaped mushroom of smoke, vapour and water coloured a dirty brown, churning and boiling. Concentric circles of vapour ran from this mass." The cloud height one minute after the blast was 7,800 ft. The greatest height two-and-a-half minutes after the explosion was about 8,400 ft. Then came the predicted "tidal wave," but this was not such a fearsome thing as had been predicted

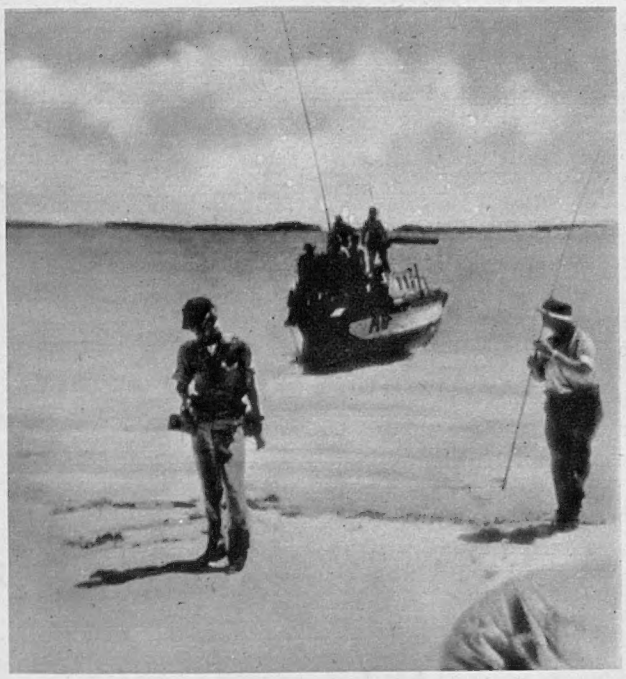


The UNDER-WATER BOMB at BIKINI

A Wonderful Impression of the Terrific Explosion: and Two Quite New Pictures of the Explosion of the First Atom Bomb

***On left*—HOW THE FIRST ATOM BOMB EXPLOSION LOOKED FROM THE BIKINI ATOLL ITSELF. This picture was only released after the *second* bomb had been exploded.** It was taken just after the first, or aerial, atom bomb had been dropped over the lagoon from a Super-Fortress. The photograph was made by an automatic camera installed in one of the specially-constructed towers put up by the Americans on the island for observation purposes

***On right*—JUST RELEASED BY THE AMERICAN NAVY—A "CLOSE-UP" OF THE FIRST ATOM BOMB SMOKE-COLUMN.** Just as in the case of the picture on the left, the impressive view given on the right only reached England after the second (under-water) bomb had been exploded at Bikini. It shows how the bomb-cloud looked from a plane flying as close to the scene as safety permitted. All trace of the target ships in the lagoon has been obliterated by retouching of the photograph. Bikini Island is seen in the background. The aircraft from which the picture was made was apparently operating at a terrific altitude to enable its camera to focus at this angle



BACK ON BIKINI AFTER THE SECOND BOMB HAD BEEN EXPLODED: *On the left* radiologists are seen leaving the first boat on their visit to the atoll six hours after the under-water explosion on July 24. They remained ashore for thirty minutes. ***On the right*** is a jeep which was put ashore to check on radio-activity on the island: the man sitting on the bonnet is holding a Geiger counter which recorded conditions a few hours after the explosion

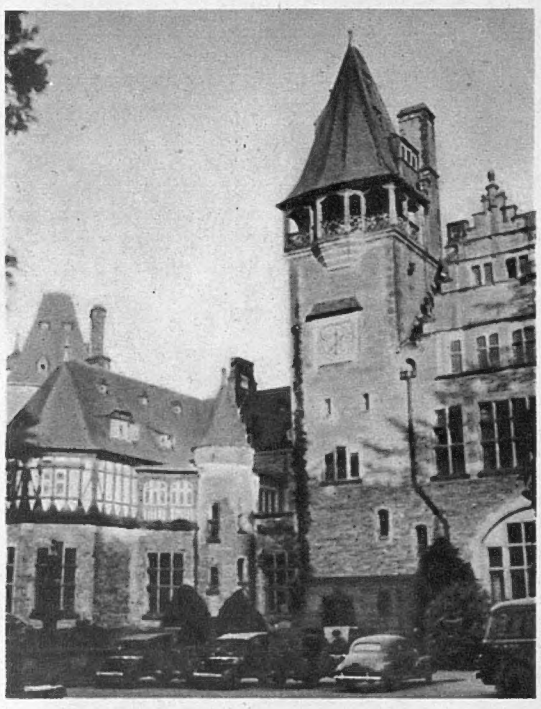
A TREASURE HUNT that SPANS the WORLD

The Amazing Story of the Crown Jewels of Hesse-Darmstadt, Alleged to Have Been Stolen from Kronberg Castle

Described by FERDINAND TUOHY

THE trial in the American Zone of Germany in connection with the alleged theft of the crown jewels of Hesse-Darmstadt, and other treasures, should attract notice and interest out of proportion to the value of the property involved—£375,000. But for the drama of Paris having drawn aside 700 journalists, the Hessian court-room would be severely taxed. As it is, it will fleetingly vie with a grimmer court-room to the south-east.

There are several reasons for this, and the site of the affair is one of them. Kronberg Castle, beautifully situated at the foot of the Taunus range, some dozen miles from Frankfort, is much more than an ordinary Schloss—of which there are such varied examples in the U.S. Zone. It is the glorified country club of the most lively American region, known to officers as much for its restful, sylvan amenities, and sporting opportunities, as for its nightly dancing parties and royal week-ending. I believe only colonels and upwards are allowed to sojourn; at all events, a colonel and his wife were occupying one of the show-pieces when I passed by—the stately room where the Empress Frederick died—and they declined to budge from their 3-p.m. siesta.



KRONBERG CASTLE, NEAR FRANKFORT, USED AS AN OFFICERS' CLUB IN THE AMERICAN ZONE: It stands in the 400-acre Friedrichshof Estate; it was from this castle that the jewels of the House of Hesse, valued at over 1,000,000 dollars, were alleged to have been stolen

A fräulein heavy with keys had been attached to me. One could wander round the ground floor unattended because one remained under observation, and the rooms—also the paintings and the *objets d'art*—were so large. But upstairs it was different. You had to be attended. "Because so much has been stolen," as Fräulein pointed out. That was a week before the arrests in America, but I see now that my guardian knew about the missing jewels when she spoke. She also told me that though she had lived all her eighteen years down in Kronberg village (an old-world show-place), the first time she had ever set foot inside this royal domain was a month previously.

The old Dowager Sophie was not liked and she stood a poor chance of getting her property back because she had played hostess too readily to the Nazi leaders, especially Goering. The nicest had been Mafalda, married to Philip of Hesse, who had lived many years in yonder small house, prior to the Nazis taking her to Buchenwald and to her death.

Kronberg is saturated with memories of the German and English royal families. Such is its older claim to fame. It was here that Queen Victoria's eldest daughter spent the happiest times of her life with her adored Frederick, and it was here that she passed twelve widowed years during which her eldest-born, William II, behaved in an extremely unsonly manner to the mother who, he said, had given him his withered arm.

In the '80's and '90's of last century, all the royal families in Europe used to forgather on the terrace at Kronberg round the two Victorias, mother and daughter, and well was one reminded of the fact, looking at the gifts and relics they left behind. The upstairs rooms and galleries might be a projection of Windsor and Osborne. All the pictures were left untouched, but a Bible, heavily decorated with gold, and nine volumes of letters to Queen Victoria from her daughter, were among the loot recovered in Chicago.

That provides the next arresting feature—the accused. Colonel J. W. Durant was in the first hours of his honeymoon with Captain Kathleen Durant, of the W.A.C., when the two were apprehended in the La Salle Hotel, and lucky it was for them, since the hotel was burnt out a few hours later, with a loss of sixty lives.

Was the lie-detector applied? *On dit.* At any rate, the sleuths very soon found in a cardboard box at the railway station cloakroom such diamonds, rubies and amethysts as would make even a maharajah goggle. They had been placed in a casket by the old Margravine Sophie a year before, and buried under 1,800 bottles of wine in the cellar at Kronberg—and that brings me to the final reason why this case excites such widely-diffused interest. It puts large numbers of Allied troops in mind of the hunt for treasure which, starting in May 1945, still goes on—and not only on behalf of the Inter-Allied Reparations Agency!

Far more has been recovered from Germany than the experts had at one time dared to think possible, and a great deal of the credit must go to those who followed up the salt-mine clues in Bavaria and Austria chiefly, after the German collapse. Here had been gathered underground and in dry temperatures priceless treasures ranging from Rembrandts to Gobelins, and Speer was to tell how it had been the plan to support the Southern Redoubt on the strength of their sale or barter. However, treasure was hidden away in Germany under more heads than loot stolen from occupied countries. The Germans secreted their own museum treasures from air-raid perils; the Gestapo and S.S. salted away their private hoards; and the princely houses went about their concealment with pick-axe and trowel.

THE LANDGRAFIN MARGARETHE VON HESSE, PRINCESS OF PRUSSIA and granddaughter of Queen Victoria, identifies her jewels after their recovery in America. She is the eldest living member of the House of Hesse. This picture was taken in U.S. Headquarters in Frankfort

Each kind of *cache* has been subject to burglarious inroads during the past fifteen months. Art treasures and family jewels have been smuggled out of Germany by air and ship, with the result that the hunt now spans both hemispheres, with special reference to North America. Some of the stolen treasure is so well known—as a £25,000 Rubens which the investigators refuse to name—that it will have to be kept quite secret by purchasers. A ready "defence" is that the Germans stole these things in the first place, or that it is impossible to know what they did not steal, and that as the chance of the real owners ever getting their property returned is slight, it is the conquerors' privilege to reward themselves for winning the war.

The latest vanishing is of £250,000 worth of Dutch, Flemish and German old masters from the castles of Buebingen, in Hesse, and Ehrenbreitstein, opposite Coblenz. As both places lie so near France, whence the pictures were looted, one can only wonder why these particular paintings were not long since returned to safety with the owner-nation. As for Buebingen Castle, it houses several members of German royal families, and what these once-privileged folk fail to grasp is that when they bury family treasure—that is to say, fail to reveal it to the Allies—they risk the whole lot being seized against reparations. "Little Willie," when he goes begging to Baden-Baden, is told to realise on his valuables, though it does seem that this white-haired old fox really hasn't anything worth selling. The Russians who possess his Oels estate, have a way with Hohenzollern—and all—German treasure.

Prince Frederick of Holstein is the latest royalty to prefer charges. He says that British troops looted £35,000 worth of family jewels from Gluecksburg Castle, near Flensburg, and that he reported so in April last. If anything is traced, the Reparations Agency at Brussels may have something to say. For the treasure must have been hidden, inasmuch as the Prince dates the theft as May 1945. Yet he apparently didn't discover it until nearly a year later.

Much bigger loot—Nazi loot—comes into the picture at Luneburg and Celle, where British investigators were led to millions of pounds' worth of treasure, including jewels and still-negotiable bonds confiscated by the Gestapo during the war. The Luneburg treasure, hidden in boxes in a cellar, represents the biggest haul yet made in the British Zone, and it again suggests how the Dutch were probably the most heavily-looted. The Celle treasure had been salted away by a nobleman, one of the hard core of unrepentant Nazis, which shows how necessary it is to discover all these German *caches*, lest they be turned to ugly account at a later stage.

So far I have dealt with Nazi loot on the national scale, with princely treasure, and with closely-packed hoards secreted by small groups of Germans—the Luneburg *cache* was known to four S.S. officers only. A fourth category of treasure demands equally close attention, and that is the collection put in safety by the Germans to escape bombing.

The most conspicuous example in our zone is at the huge moated Schloss Dyck at Grevenbroich, in the Rhineland, into which art treasures were evacuated from museums, art galleries and churches, much as we sent our treasures to the Welsh hills. To-day the castle has to be very closely guarded, owing to the lure of treasure which has also caused the disappearance of replicas of the crowns of Napoleon and Charles X from Rheims Cathedral. Together with much else of greater value from that treasure-house. Not a doubt but the chaotic state of the world's currencies creates an ever more attractive sellers' market.

Sometimes prominent captives seek to mitigate their lots by guiding investigators to *caches* whose importance, they insist, is great. Then, when the hunt turns out to be a fizzle, they protest that somebody else has got there first. Abetz, war-time Ambassador in Paris, tried this trick in the Black Forest last April. Great was the excitement as he wound his way through the undergrowth. But the little box unearthed contained only a few papers and nothing of any marketable value, which may have accounted for the dark looks.

COLONEL JACK W. DURANT AND HIS WIFE, W.A.C. CAPTAIN KATHLEEN DURANT, in Washington shortly before their departure by air for Frankfort in custody

More likely are there valuable *caches* in sheltered regions like Spain and Liechtenstein. In Spain, the three principal Nazis still in circulation, Doerr, Donner and Krahmer, respectively military, naval and air attachés, are believed to have their hands on much treasure smuggled across the Pyrenees during 1944-45. When German accounts were blocked in Liechtenstein, Nazi agents there had already removed their valuables to private repositories or had entrusted them to citizens of the little Principality.

I conclude with a question to the Brussels Reparations Agency. In view of the demonstrated risk which is unlikely to diminish, but the contrary, is it really necessary to keep treasure on German soil at all once it has been hunted down?

THE FRENCH NAVY TAKE OVER THE BRITISH AIRCRAFT-CARRIER "COLOSSUS": The ceremony at Portsmouth on August 6, when a party from the French battleship "Richelieu" was put on board the British vessel now loaned to the French. The building on the extreme right of this drawing is the headquarters of the Naval Commander-in-Chief. The *Colossus* arrived home from the Far East a few days ago: on board were the Crown Prince and Princess of Greece. After calling at Plymouth, she sailed the following day for Portsmouth, to be handed over—on loan—to the French Navy. The battleship *Richelieu* then put a crew aboard the carrier, to work the ship back to France. *Colossus* was launched in September 1943: she is a Light Fleet Carrier, built on the Tyne, and carries thirty-three aircraft. The loan will not be for more than five years

NEWS out of FRANCE

The "Colossus" Goes to the French Navy

Scenes During the Occupation of Austria and Germany

FRENCH OCCUPATION FORCES IN AUSTRIA: Tyroleans, in their picturesque national dress, parade in Innsbruck before a group of French officers (clad in British battle-dress). It is not, perhaps, fully realised in Britain that the French control two European zones on an international basis. In addition to the "Four-Power" Zone flanking the Rhine, there is a second control area in Austria, which takes in one-quarter of Vienna and a large area of Tyrol and the Voralberg. Characteristically, Paris experiences considerable satisfaction at the thought that "the bugles of France are heard every morning, manifesting the presence of France at a distance of 1,000 kilometres from Paris." The scene of this drawing is Innsbruck; the mountain-encircled city is gay with flags and patriotic processions. Looking on, in the battle-dress which the French High Command have flatteringly assumed, General Bethouart, French Commander-in-Chief in Austria, stands with baton under his arm—*Drawing by W. G. Whitaker*

Below—The French, in securing a section of occupied Germany which has Baden as a capital, are very far from unlucky. Although comparatively small in area, their German Zone contains the important cities of Baden, Karlsruhe and Mannheim. The French International Zone is flanked to the west by France itself, and on the east by the American Zone. Baden-Baden is held to be the most beautiful of the German spas, rivalling Wiesbaden in attractiveness. Baden escaped the visitations of British bombers during the war. The amenities of these establishments are naturally highly appreciated by the French High Command. In the earlier days of the French Occupation, the Grand Duchy area was said to be much overstaffed; but this matter has now been adjusted

THE FRENCH TAKE OVER A CRACK GERMAN LINER: The "Europa" becomes the "Liberté," and is escorted by the "Richelieu." The *Europa* was formerly Germany's biggest liner, famous on the cross-Atlantic run to America: she has now been handed over to the French, to help in the task of rebuilding her mercantile marine. The ceremony of renaming the ship *Liberté* and hoisting the French colours took place at Cherbourg recently: Madame Moch performed the rechristening. Accompanying the *Liberté* was the French battleship *Richelieu*, which later sailed for Portsmouth to take over the British aircraft-carrier *Colossus*—(see top picture on this page)

THE FRENCH HEADQUARTERS IN GERMANY: Baden, famous German spa, which is now the centre of the French Army of Occupation

A FOREIGN NEWS SURVEY IN PICTURES

"OPERATION SHAMROCK": ONE HUNDRED HOMELESS GERMAN CHILDREN are transported from the shattered Ruhr to a castle in Eire

A WOMAN DOCTOR OF THE BRITISH RED CROSS PUTTING THE CHILDREN THROUGH A MEDICAL EXAMINATION IN STEELE as they were about to leave for Calais and Eire. A hundred homeless German children, aged from seven to fourteen years, from war-battered areas of the Ruhr left Steele, near Essen, for Eire, where they are to live at the expense of the Eire Government. They will stay at least two years, and many of them will be adopted by Irish families and live in Eire permanently. The children are to be accommodated in a castle which the Eire Government has modernised at a cost of £20,000. Living in the castle with them will be 100 French children, and arrangements are being made for 100 British children to join them. All these German children are Catholics. Later, two further parties, numbering 250 each, of all religious denominations, will go to Eire

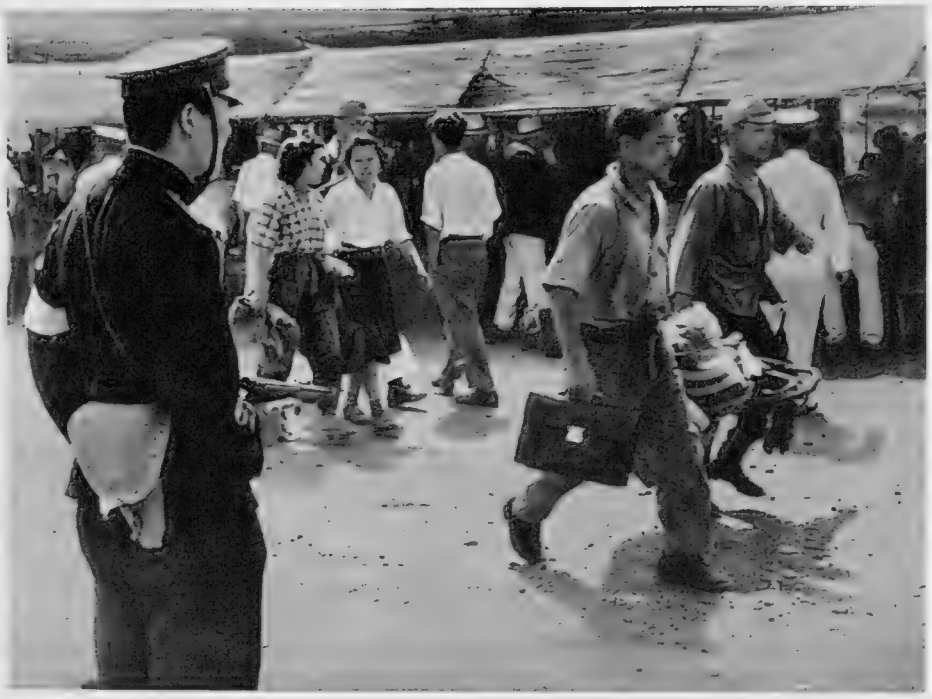
THE SON OF THE JAPANESE EMPEROR has a holiday by the seaside—in informal fashion: The Crown Prince Akihito, fourteen-year-old schoolboy son of the Emperor and Empress of Japan, has been spending a five-weeks vacation from school on the beach at Numazu, 100 miles from Tokyo. During his holiday he has been dressed in "coolie fashion"

AN ARAB WELCOME FOR A JEWISH VILLAGE IN PALESTINE: A view of Kisch village eight hours after its foundation. The Hebrew sign at the entrance reads: "And they shall beat their swords into ploughshares, and their spears into pruning hooks." Arab elders attended the ceremony, and welcomed Jewish ex-soldier settlers founding the village of Kfar Kisch, situated midway between the Jordan and the Nazareth Jenin highway in the lower Galilee foothills where they merge into the Vale of Jezreel. At the founding ceremony, Ibrahim Al-Tayb, mukhtar of the neighbouring Arab village of Mader, said: "I have searched our history and failed to find any cause for enmity between the sons of Ishmael and of Isaac, of both of whom Abraham was the father. Only intriguers seek to sow discord." The Jewish village is named after the late Brigadier F. H. Kisch, Chief Engineer of the Eighth Army, a British Jew who was killed in action near Sousse, in Tunis, during the war

A SOVIET ADMIRAL BOARDS A BRITISH AIRCRAFT-CARRIER, when Sir Bruce Fraser attended a Red Navy Day celebration at Kronstadt: Admiral Tributs (on right in front) inspects the guard of honour aboard the "Triumph." Admiral Sir Bruce Fraser, former Commander of the British Pacific Fleet, and holder of the Soviet Order of Suvorov, First Class, for services during the war, arrived at Kronstadt, Soviet naval base near Leningrad, aboard the aircraft-carrier *Triumph*, escorted by the destroyer *Rapid*. After having been entertained at Kronstadt, he went on to Moscow to attend the celebrations of Red Navy Day

ON BOARD THE RUSSIAN BATTLESHIP "OCTOBER REVOLUTION": Admiral Sir Bruce Fraser with Admiral Tributs, Commander of the Russian Baltic Fleet

JAPAN, TOO, HAS A BLACK MARKET : Japanese police hustling a woman operator towards a police truck after a raid on an open-air market in Tokyo

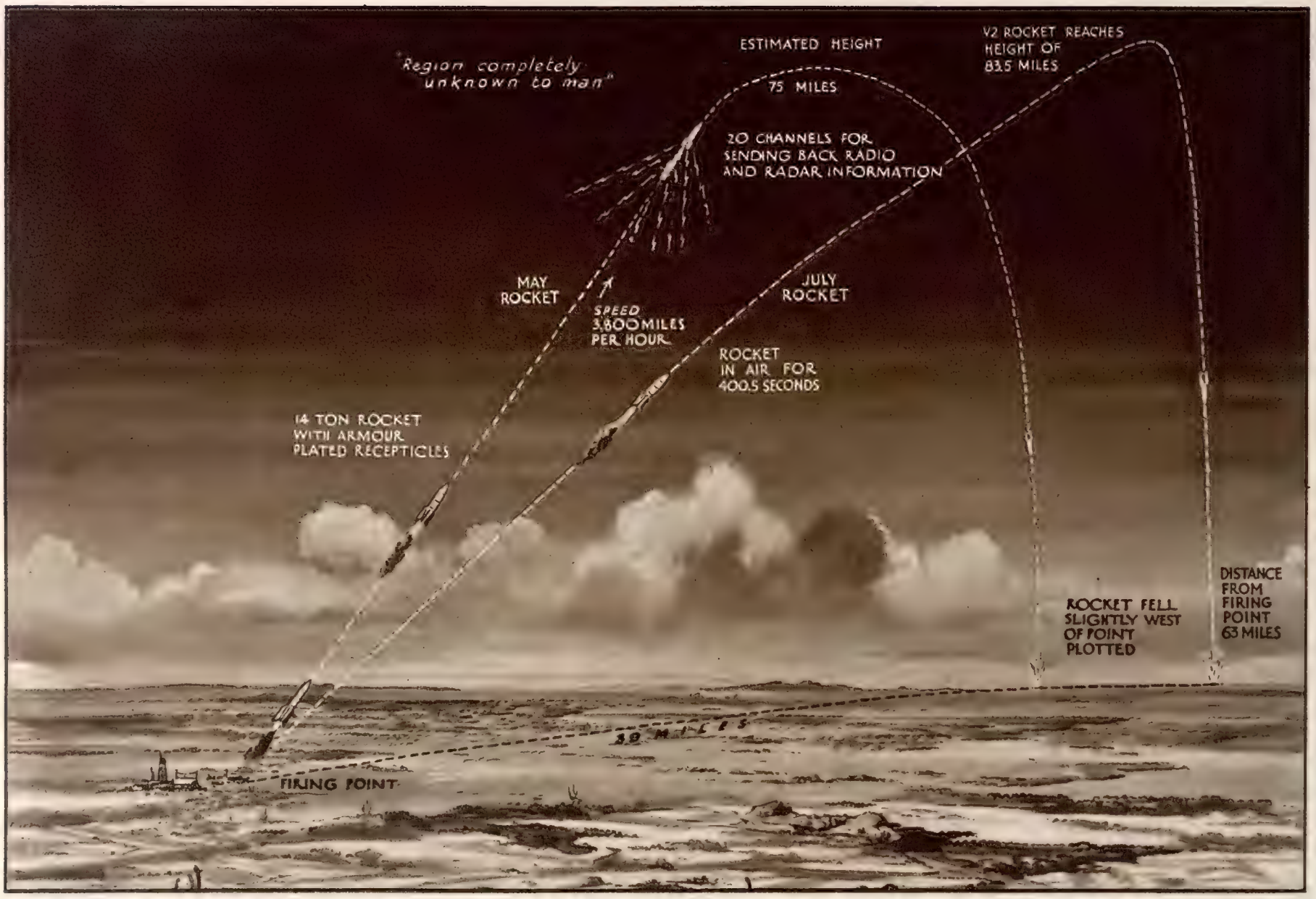


JAPANESE BLACK MARKET OPERATORS ARE ORDERED TO CARRY THEIR GOODS TO A POLICE TRUCK while a policeman stands by with a drawn pistol. Like most other countries in the former war zones, Japan also has its Black Market. Two hundred and eighty police recently made a surprise raid on the Shibuya open-air market in Tokyo, Japan, seizing rice, potatoes, cotton goods and other items, of which free sale in Japan is prohibited. The police threw a cordon around the market while others searched the vendors' stalls and made a number of arrests

THE AMERICAN NAVY'S FIRST ALL-JET PLANE is launched from a carrier for the first time—the Phantom XFD-1 : This aircraft is the U.S. Navy's first completely jet-powered aeroplane : it has just successfully completed its carrier qualifications aboard the new carrier, U.S.S. *Franklin D. Roosevelt*. Possessing a top speed of over 500 m.p.h., the Phantom was launched and recovered several times from the *Roosevelt's* 932-ft. flight-deck, in the test area off the Virginia Capes. Here the Phantom, piloted by Lieut.-Commander J. J. Davidson, is seen streaking past the " gallery " of spectators on its first take-off flight

WAR ON THE MOSQUITOES OF BERLIN : Public health officers from the Berlin District Military Government instruct German workers spraying a pool from a tank-truck. Alarmed at the increasing number of malaria cases in the American sector of Berlin, U.S. Public Health Officers have started a campaign against the malaria-carrying anopheles mosquitoes. prevalent throughout the city. Larvæ-breeding pools, ponds and underbrush near the large lakes are being sprayed with a D.D.T. and petroleum mixture by tank-trucks and hand-sprays, Within a few days a specially-fitted plane will assist in the work by spraying the numerous lakes in the American sector of the city

OSLO IS NOW A POST-WAR FASHION CENTRE : Here are three of the new fashions in hats produced by Norwegian designers. Cut off from the world's recognised fashion centres by the German occupation, Norwegian women—always ready to accept new ideas in dress without forsaking good taste—fell back on native resources. As a result of the encouragement given to local talent, Oslo now possesses fashion designers who were once amateurs but who are now prepared to match their professional skill with that of designers in London, Paris and New York. These pictures show some of Oslo's autumn millinery designs, worn by Anna-Lisa Wang, Norwegian actress

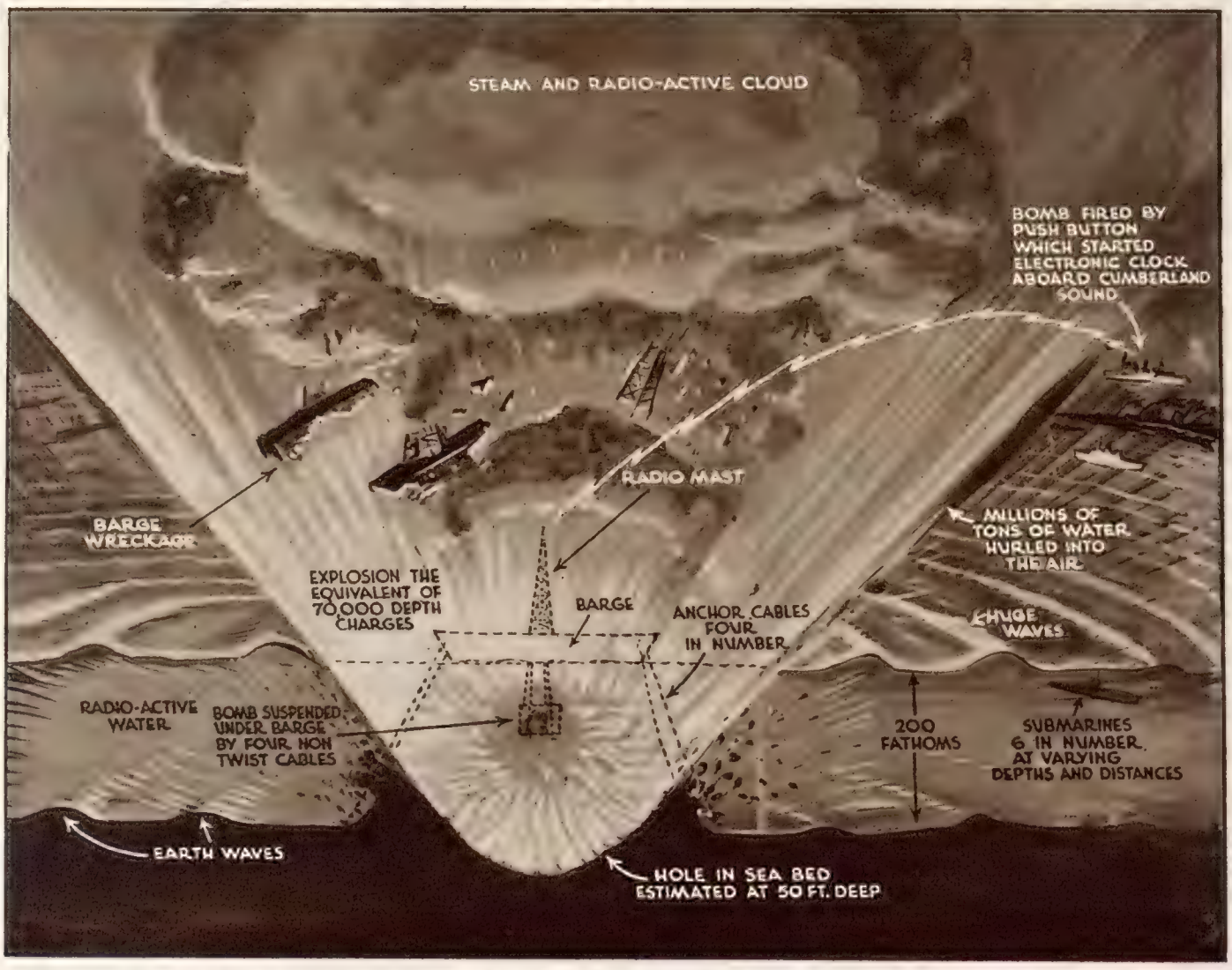


THE AMERICANS ARE CONTINUING THEIR EXPERIMENTS WITH V-2 ROCKETS: One German specimen fired last month reached an altitude of 83½ miles, to put up a new record for this type of projectile. The rocket was in the air for six-and-two-thirds minutes and travelled a distance of 63 miles, coming to earth due north of its launching site. When the Americans first began their tests with German V-2 rockets at the White Sands Proving Grounds, in New Mexico, these devastating projectiles were shot to a distance of 39 miles after having reached an estimated altitude of 75 miles. That was in May last. More recent experiments have shown that the distance now achieved is 63 miles, and the altitude of the rocket during flight is 83½ miles: greater precision in the line of flight is also being achieved. It has been estimated that during its course the rocket achieves a maximum velocity of about 3,800 miles an hour—far beyond the speed of sound. Some of the information now being gained in rocket flight emanates from the rocket itself during flight, by means of radio and radar—*Drawing by E. G. Lambert*

MORE EXPERIMENTS in ROCKET FLIGHT

And an Artist's Conception of the Bikini Explosion

—Two Special Sphere Drawings



WHAT HAPPENED AT BIKINI AT THE VERY MOMENT OF THE EXPLOSION OF THE SECOND EXPERIMENTAL ATOM BOMB ON JULY 24. The bomb was suspended under water from a barge: it was estimated to have the power of 70,000 depth-charges. This is an artist's impression of the very instant at which the bomb was exploded by radio control from the "Crossroads" flagship—*Drawing by W. C. Ives* (*see notes at left*)

On right—

The atom bomb exploded under water in the lagoon at Bikini on July 24 was assembled on board the American warship *Albemarle*: it was then transferred to a landing-ship and towed to its appointed place. This was a mooring midway between the doomed carrier *Saratoga* and the battleship *Arkansas*, which were some 1,000 yards apart.

Dr. Marshall Holloway, young physicist from Los Alamos, New Mexico, then threw a switch aboard the barge, from which the bomb was suspended in a caisson below the surface of the water at an unstated depth. He then stepped aboard a very fast launch and headed for the U.S.S. *Cumberland Sound* lying outside the lagoon. There he set in motion an electronic clock which fired the bomb by impulses which were picked up by the radio mast erected on the barge.

The depth of water at the point of the explosion is 200 fathoms: it is estimated that the hole in the sea-bed caused by the detonation is 50 ft. deep—the result of the explosion of the equivalent of 70,000 depth-charges.

When the detonation took place, "a fantastic column of white, with pink tinges at its top, swept into the air and within 27 seconds reached 6,000 ft." What actually happened at the very moment of detonation was, of course, invisible to the human eye, as all the observers were miles away from the danger area. Our artist has, therefore, attempted to re-create the scene in the light of subsequent details recorded by the observers on board the Press-ship *Appalachian*.

BIG BANGS in NORTH WALES

Exploding Surplus Ammunition Up in the Mountains of Merionethshire

AT TRAWSFYNDD A GREAT GUSH OF VIVID FLAME SOARS SKYWARD AS STACKED AMMUNITION IS DETONATED : A layer of dust clouds has already been formed by earth tremor and blast at the base of the flame

AFTER THE EXPLOSION, a huge column of smoke and dust towers over the rugged Welsh landscape. Dispersing in the centre, the smoke is beginning to concentrate into a mushroom-shaped cloud some thousands of feet above the earth

THE HUGE COLUMN OF SMOKE AND DUST SENT UP FROM A "BLOW"—a daily occurrence at Trawsfyndd. The villagers have been experiencing these explosions for about a year

Surplus ammunition collected from dumps all over the country is being exploded near the Merionethshire village of Trawsfyndd, in North Wales. At least 800,000 tons of high explosives which, for various reasons, it is not possible to dump in the sea are being disposed of in a daily series of "blows" high up in the lonely Welsh mountains by No. 1 Explosive Demolition Unit, the only one of its kind in the country. The explosions are so constant and so heavy that the 1,400 inhabitants are complaining of the shocks and the damage to their nerves—and to their houses, some of which have cracked as the result of the 40-ton shocks in the mountains 4 miles from the village.

From the pictures reproduced on this page it will be observed that the great clouds of smoke and dust sent up by the explosions resemble those of the atom bombs at Bikini—but, of course, on a very much smaller scale!

THE DUST AND SMOKE BEGIN TO DRIFT AWAY, leaving a mushroom-shaped cloud high over the Welsh hills—a scene reminiscent of the atom-bomb pictures from Bikini

DRAKE'S "GOLDEN HIND" SAILS AGAIN—AND SINKS: The scale model of the famous vessel (built by the Navy) in Plymouth Sound capsizes after carrying out trials in connection with the four hundredth anniversary of the birth of the great circumnavigator

The exact date of the birth of Sir Francis Drake is uncertain, but it was approximately four hundred years ago, and Plymouth celebrated the event last week. The half-scale model of the *Golden Hind*, which was taken to a place of safety during the war and only brought out for last year's Navy Week, was used to take holiday-makers for cruises starting from the Barbican, from which the original *Golden Hind* sailed. It was manned by six naval petty officers appropriately clad in Elizabethan costume. Later in the proceedings the vessel capsized in the harbour!

***Below*—MINE DANGERS AROUND BRITAIN:** Fishing at the Chickens, off the Isle of Man, the crew of the Fleetwood trawler *Esher* had an alarming experience when they caught two mines in their nets. The first exploded in the *Esher*'s fishing gear, and the second one exploded ninety minutes later under the bottom plating of the trawler, as other fishing gear was being hauled in. The ship, which came from Fleetwood, was then put out of action as far as fishing was concerned, and the crew had to await daylight to return to harbour in safety. Fortunately no one was injured and the ship was in no danger of sinking. The trawler is owned by the Hewett Fishing Co.; it landed a catch of 146 ten-stone boxes of fish for the following day's market at Fleetwood. Skipper Anderson stated that they were fishing when the first mine exploded in the trawl. They hauled in the gear and found it was so badly damaged that they had to change over to another set. "I steamed away a bit for safety and shot the gear away on the other side," he said. "At 6.30—one-and-a-half hours after the first explosion—I looked over the side and thought the gear was foul of something, so I hauled again. Just as it came alongside another mine exploded under the bottom of the ship"

FISHING in BRITISH and PORTUGUESE WATERS

And Other Deep-water Pictures

THE MENACE OF THE MINE AT SEA: THE FLEETWOOD TRAWLER "ESHER" TWICE HAULS UP A MINE IN HER NETS WHILE FISHING OFF THE ISLE OF MAN. After the first mine had exploded and damaged the first set of nets, a second explosion occurred as another set was being hauled in close to the ship: this destroyed the compass and did other damage on board the vessel—*Drawing by S. E. Beck* (see notes above)

THE SARDINE-CANNING INDUSTRY IN PORTUGAL IS BOOMING, AS A RESULT OF THE MINISTRY OF FOOD'S RECENT ORDER FOR 25,000,000 TINS FOR BRITAIN: The characteristic high-prowed "barcas" are now busy off the north coast of Portugal hauling in the big catches—*Drawing by Montague Dawson*

One of the largest industries in South-Eastern Europe has just restarted—that of canning the Portuguese sardine for the English market. The extent of it may be judged from the fact that the latest British Food Ministry order is for 25,000,000 tins of sardines, some of which are already being consumed in this country. The value of the sardine industry to Portugal is such that the Government sees to it that all sardines brought ashore are dealt with on the same day. In a matter of hours, the little shining fish are securely canned, the purest oil only being used in the process. This renders it necessary for the canning factories to be situated near the coast so that no time is lost between the landing on the beach and the sealing of the tins. An interesting feature of the Portuguese sardine fishery, especially along the northern coast, is the extremely picturesque, almost bizarre, appearance of the craft used. One of the sardine "barcas" is depicted in Mr. Montague Dawson's drawing above. Both prow and stern are built high and are decorated with floral designs; the whole build of the craft suggests a Mediterranean gondola. Portuguese boat- and shipbuilding has always been picturesque; it is possible that these sardine boats date from the days of the caravel, with their two big lateen sails—craft which might have carried rich cargoes from Venice and other ports to the African coast

A ONCE-FAMOUS CROSS-ATLANTIC LINER BEGINS HER LAST JOURNEY—TO THE SHIPBREAKERS' YARD: The forepart of the hulk of the "Berengaria" leaves the Tyne in charge of seven tugs on the first stage of her journey to Rosyth, where she is to be broken up

The *Berengaria*, originally the German liner *Imperator*, was bought in 1938 for more than £100,000. The great 52,101-ton vessel has lain at Jarrow throughout the war and is now being taken to Rosyth for the final stages of its breaking up. It is expected to yield 35,000 tons of scrap. In the 1914-18 War it was held in New York, and in 1921 became British property under the reparations scheme. It has been cut into two portions and the stern section will follow the forepart to Rosyth shortly

THE SOUTH BANK OF LONDON'S RIVER, FROM BLACKFRIARS TO WESTMINSTER: PLANS ARE NOW BEING PREPARED FOR THE BUILDING OF NEW GOVERNMENT OFFICES ON THESE BOMB-DAMAGED SITES ON THE SOUTHERN BANK OF THE THAMES. The scheme would be in accordance with Sir Patrick Abercrombie's County of London Plan of 1943, but would not necessarily follow it in detail. This composite view shows the South Bank as it is to-day: on the left is the new Waterloo Bridge; on the extreme right is County Hall, offices of the L.C.C.—(see *note at right*)

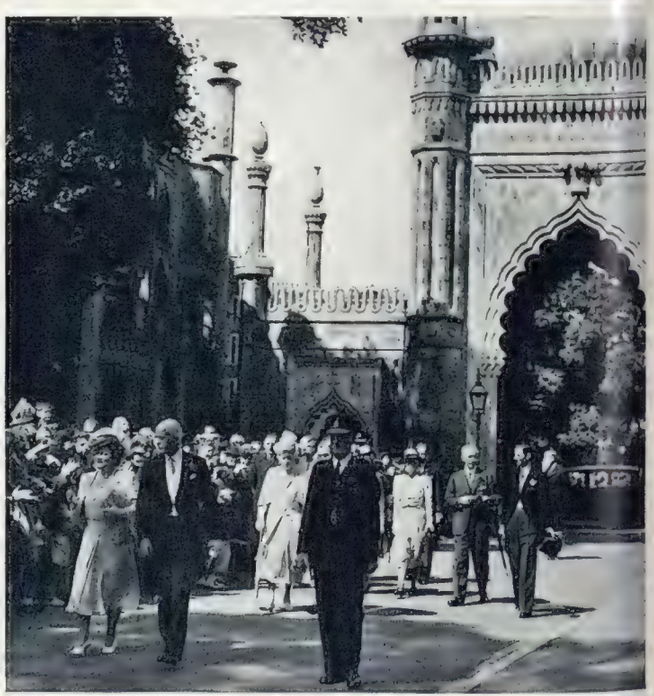
THE REGENCY FESTIVAL AT BRIGHTON: A VIEW OF THE HISTORIC ROYAL PAVILION WHERE IT BORDERS ON TO THE STREETS OF THE TOWN. Brighton first achieved fame in the early years of the last century through its royal associations during the Regency. The Royal Pavilion was then the focal-point of the town's social activities

FURNISHED IN THE GRACEFUL REGENCY STYLE: One of the rooms in the Royal Pavilion at Brighton inspected by the Queen and Queen Mary

A PLAN FOR LONDON

TWO QUEENS AT BRIGHTON

Satellite Town Number Three



THE QUEEN AND QUEEN MARY ARRIVING AT THE DOME IN BRIGHTON: On the Queen's left is Lord Bessborough, President of the Regency Festival. The Festival at Brighton serves a double purpose: it draws attention to the history and architectural merit of the "seaside metropolis" and, at the same time, benefits worthy charities in the County of Sussex. The visit of the Queen and Queen Mary to the Royal Pavilion last week added lustre to the Regency Festival. Queen Mary is Patron of the Festival, and the King and Queen have contributed to its success by loans of furniture and other valuable items. The two Queens went through many of the rooms in the Pavilion and inspected architecture, furniture, pictures and plate. Special souvenir editions of the Festival programme were presented to the Royal visitors

Plans are now being prepared for the reconstruction of the South Bank of the River Thames, to cover the area shown in the above composite view. Sir Patrick Abercrombie's Plan of 1943 suggested a Youth Centre, a swimming-pool and public gardens: under the scheme now being considered these would probably go farther downstream. Government office buildings, it is now suggested, would begin just beyond County Hall and extend as far as Waterloo Bridge, thus rehabilitating an area devastated by bombing and providing a wonderful outline for the river's South Bank. Hitherto, apart from County Hall itself, the South Bank has been neglected from an architectural point of view between Westminster and Blackfriars. The new plan would bring dignity and grace to an area where they could be best appreciated

SATELLITE TOWN NUMBER THREE: AN AERIAL VIEW OF THE LITTLE ESSEX TOWN OF HARLOW, WHICH IS TO BE CONVERTED INTO ONE OF LONDON'S SATELLITES according to new plans announced by the Minister of Town and Country Planning. Still another of the rural villages around London has been listed for "planning" in the near future. Lying beyond Epping Forest, on the northern outskirts of the Metropolis, Harlow has hitherto retained its old-world atmosphere despite its comparative proximity to London. It is now to be recast, with residential areas and industrial plants, to relieve the capital in the manner approved by the present Labour Government. In Harlow itself, the scheme is meeting with considerable opposition: daily, groups of villagers assemble to discuss the fate of their hitherto peaceful abode; among the opponents of the plan are the present chairman of the Harlow Parish Council, Mr. S. H. Boulter, and a former chairman, Mr. E. P. Horsey. The two previous centres scheduled for planning are Stevenage, in Hertfordshire, and Crawley and Three Bridges, in Sussex—as recently illustrated and described in this journal. At Harlow it is contemplated to provide for 60,000 people living and working in the new "satellite": amongst them will be some thousands of people from Tottenham, Leyton, Walthamstow and other North London areas. Already the town has the advantage of possessing some industries already evacuated from London during the war. Harlow is but 22 miles by road from London

A NEW GIANT TWIN-JET BOMBER, THE FIRST OF ITS KIND TO BE BUILT IN THE UNITED STATES: This is the XB-43, built by the Douglas Company. It is an aircraft of some considerable size, and is built with two "bubble" canopies, to house the pilots side by side in front. The XB-43 is America's first jet-propelled bomber, and the first U.S. aircraft to be equipped with twin-jet units of purely American manufacture. The plane has a tricycle undercarriage, the wheels of which all retract into the plane just after the take-off. The bomb-aimer's compartment is right forward in the nose, beneath the pilots' seats

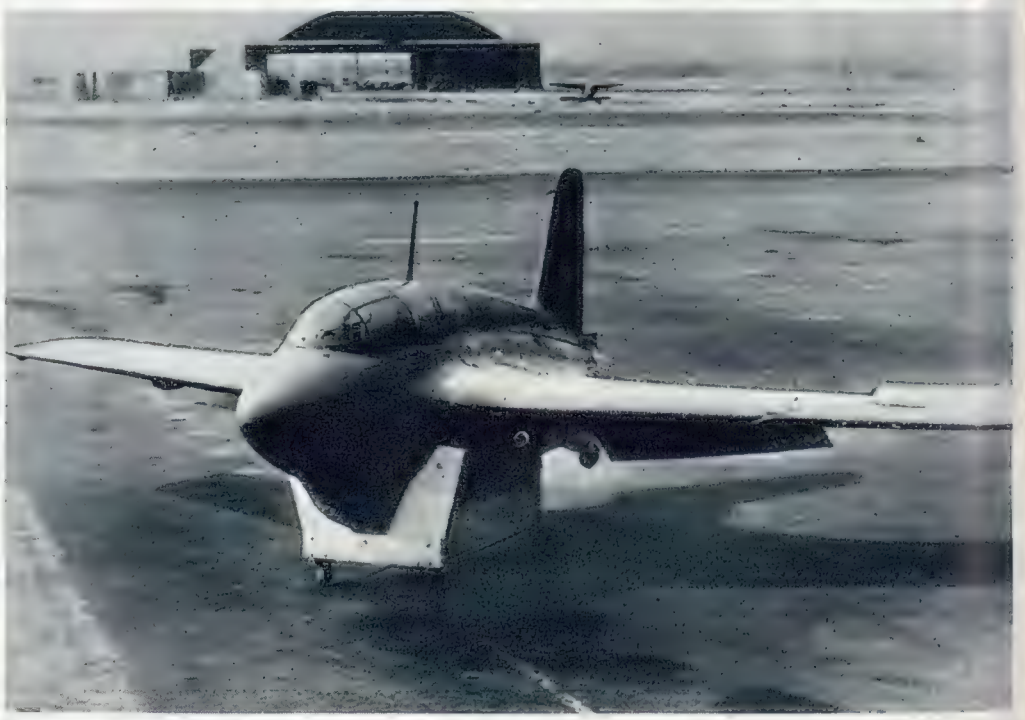
—Drawing by Roland Davies

HIGH SPEED AND THE HUMAN PILOT

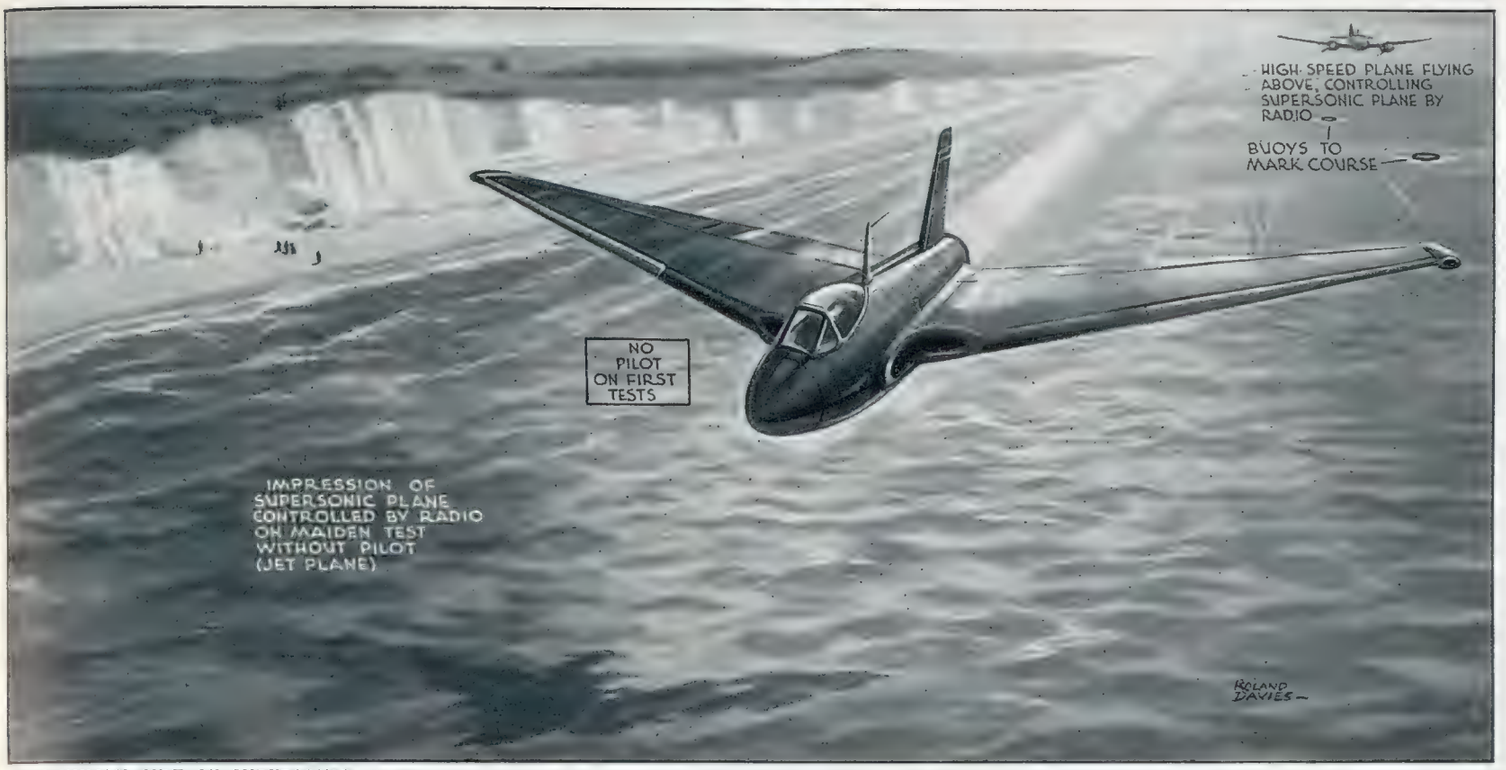
Some Factors Involved in Supersonic Flight

—Special Sphere Drawings

FOR WEAR BY THE AIRMEN OF TO-MORROW: This new pressure suit has been made for use by the U.S. Army Air Forces. It will enable air crews to live whilst flying as high as 62,000 ft. The bowl held in the airman's right hand is the special head-dress affixed to the top of the rubberised suit. Major-General H. N. Gilbert (on right) described the salient features of the suit at its "unveiling" in a radio description in Washington on July 4

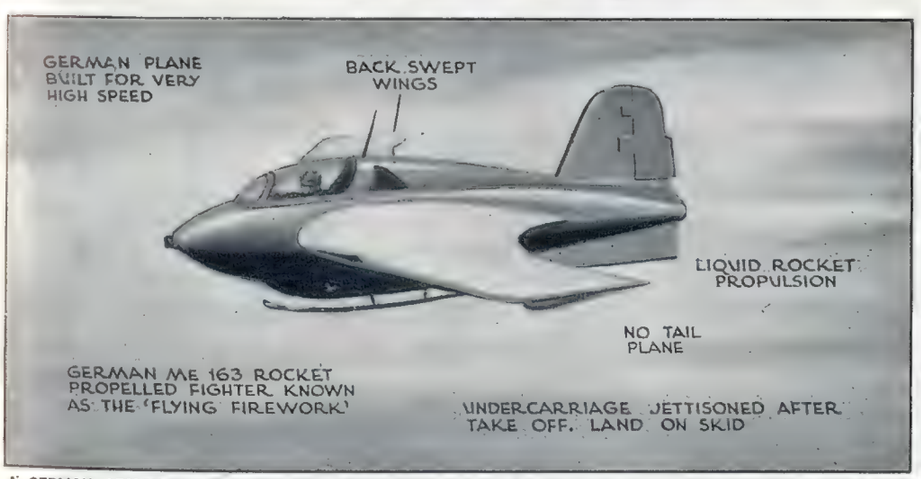


THE JAPS, TOO, WERE EXPERIMENTING WITH JET AIRCRAFT: This is the only one they were able to build before quitting the war: it was exhibited for the first time at Lockheed Airport in California on July 22. *Shushui*, as it was named, was built for the Jap Navy: it was test-flown, but did not fly on actual operations during the war owing to the collapse of Japan. It has a 19-ft. aluminium fuselage, plywood wings with a span of 30 ft., and a jet engine weighing 325 lbs. and using hydrogen peroxide. The plane, copied from the German Me 163 (see opposite page), was captured by the U.S. Occupation forces and taken to America for closer study. It is here mounted on a stand for close inspection by American scientists



THE HUMAN SIDE OF SUPERSONIC ("BEYOND THE SPEED OF SOUND") FLIGHT: OWING TO THE MANY AWKWARD FACTORS INVOLVED IN SUCH TERRIFIC SPEEDS, supersonic aircraft will in some cases probably be flown first by means of radio control from another aircraft, until the dangers to pilots have been determined by such experimental flights—*Drawing by Roland Davies*

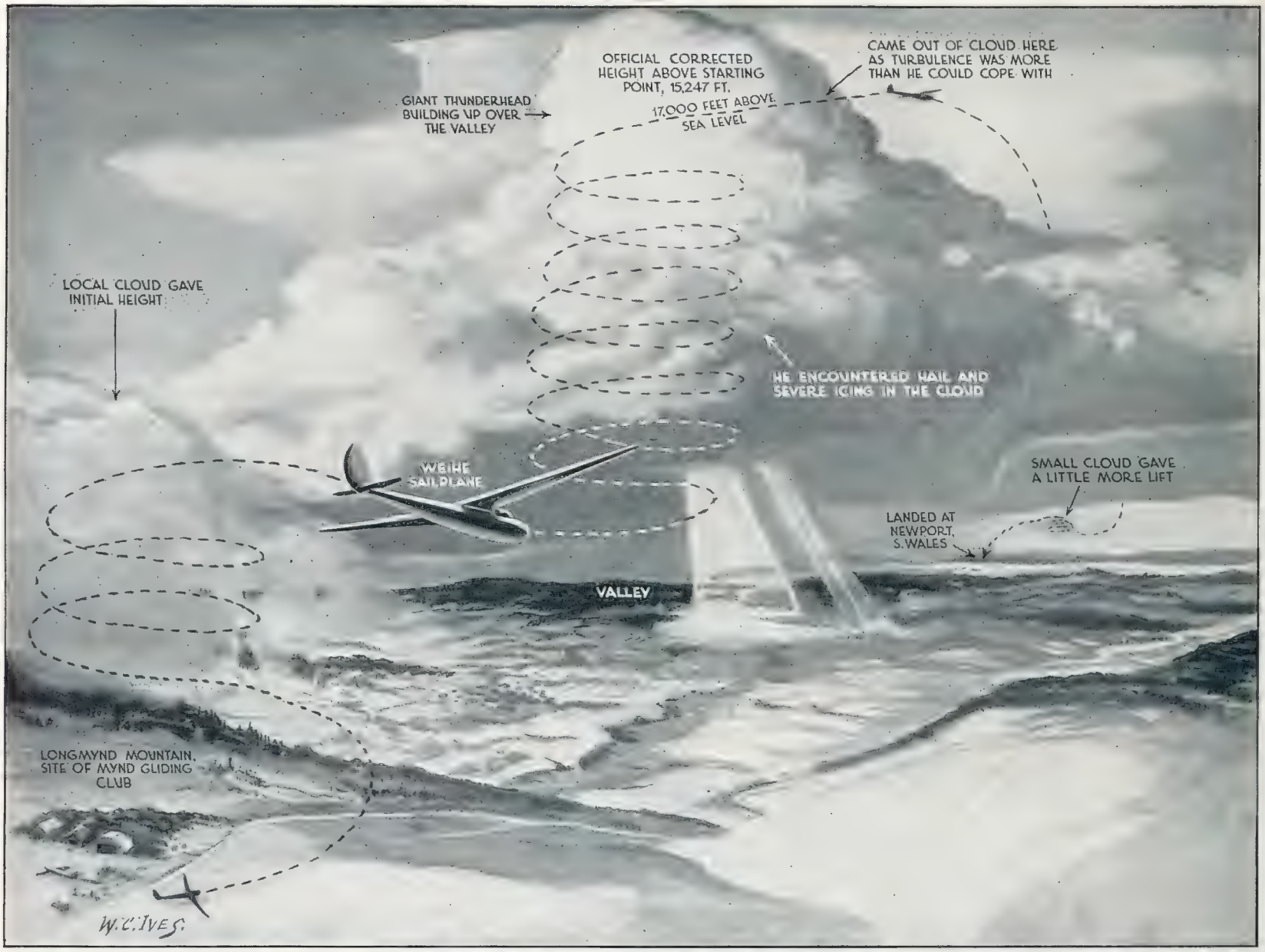
A SMALL MODEL ON WHICH EXPERIMENTAL WORK CAN BE CARRIED OUT: This is a drawing of a Vickers aircraft designed for supersonic speeds: it has a wing span of only 6 ft., and will be used to provide data concerning air flow and general behaviour



A GERMAN DESIGN—THE "FLYING FIREWORK"—BUILT FOR VERY HIGH SPEED TOWARDS THE CLOSE OF THE WAR: This Me 163 jettisoned its undercarriage after take-off, the pilot landing later on a skid. It was propelled for its short periods of flight by liquid rockets

SUPERSONIC FLIGHT: Difficulties of control and lift will have to be overcome before planes can fly very much faster. Once these difficulties have been successfully overcome speeds will suddenly increase; and then jet-, or rocket-, driven planes capable of 1,000 miles an hour will become a possibility. What of the human element? At first, pilots will not be asked to fly these terrifically high-speed aircraft. The new supersonic aircraft, jet-propelled, will have empty cockpits and will be controlled by radio from another fast plane above. After tests have been made and the planes proved airworthy at great speeds, human pilots will take over. What physical reactions will be experienced by the human pilots has not yet been fully explored. It is certain that a great field of adventure will open before the men who design and fly the aircraft which fly at a rate faster than the speed of sound. The drawing above of the 6 ft. span model shows one of the supersonic planes to be built by Vickers to determine the designs of full-scale aircraft. It appears to be a straightforward lay-out with "ordinary" lines. The wings, however, are of special design, and are made of mahogany with metal edges. The German Me 163 pocket fighter was in production before the end of the war; it is a good example of this type of machine

SHOOTING THE PILOT OUT OF THE PLANE: Actual photographs of the jet bale-out from a Meteor. In last week's issue we published photographs showing the rehearsal, on a test rig at Denham, of the manner in which Bernard Lynch was to be shot out of an aircraft at high speed. These pictures were taken of the actual test in flight of the explosive seat device by which the ejectment is made. The jet-propelled Meteor was travelling at 450 m.p.h. The top picture shows the pilot strapped to his seat leaving the plane; the second and third show the path of the pilot and seat as they shot into the air, clear of the fuselage; the bottom picture shows the parachute opening to convey Lynch safely to earth



HOW MR. P. WILLS BROKE HIS OWN RECORD AND SET UP A NEW BRITISH HEIGHT RECORD OF 15,300 FT. AT LONG MYND, IN SHROPSHIRE: During his attempt on July 23, Mr. Wills covered a distance of 77 miles—from Long Mynd to Newport, in Monmouthshire. This diagram, taken from the high ground looking into Wales, shows the course covered by the pilot in his Weihe sailplane. The record beaten by Mr. Wills was the one he himself established in July 1939—*Drawing by W. C. Ives*

A BRITISH GLIDING RECORD

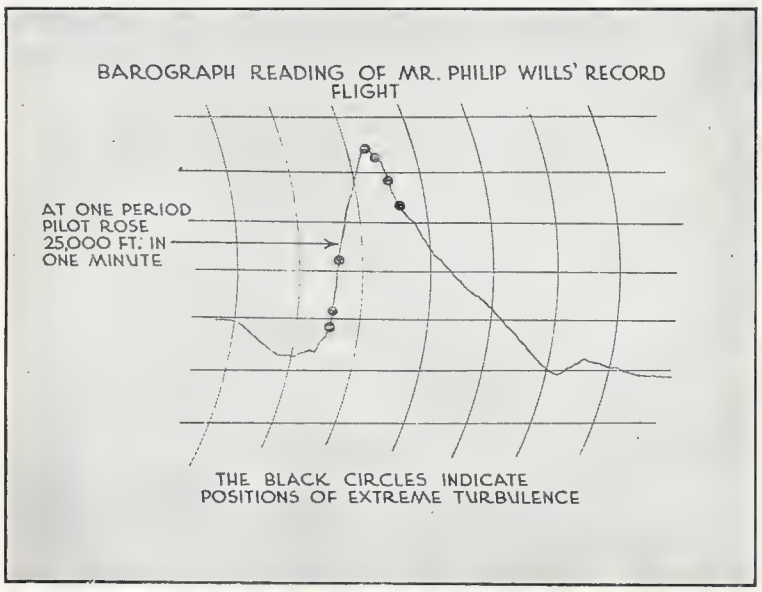
—How it was Accomplished

Shown in a Series of Special Sphere Diagrams

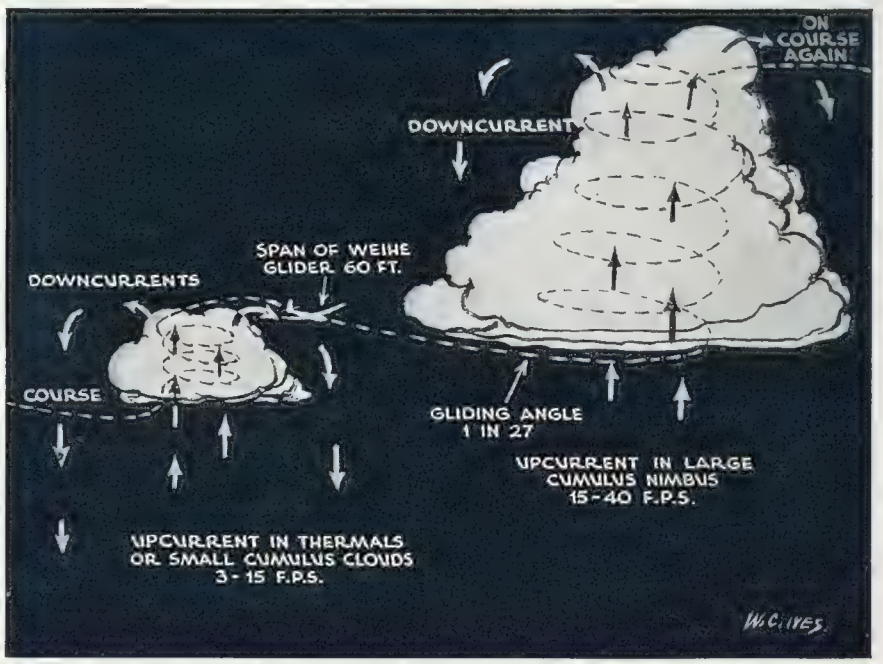
Mr. Philip Wills is one of England's foremost glider pilots. In July 1939, taking off from the grounds of the London Gliding Club at Dunstable he achieved a height of 14,200 ft.; this record stood until a few days ago, when Mr. Wills broke his own achievement by gliding to a height of 15,300 ft. at Long Mynd, near Church Stretton, in Shropshire. To accomplish this, the pilot covered a course of 77 miles, landing finally at Newport, in Monmouthshire. How this feat was accomplished is shown in the diagrams reproduced on this page.

Mr. Wills, who comes from Maidenhead, has been credited with attaining a height of 15,247 ft. above the point of release. This is given officially as the final credited height, or true climb, though actually the sailplane at one point reached approximately 17,000 ft.

(*Continued below on right*)



THIS IS A BAROGRAPH RECORD WHICH SHOWS THE PROGRESS OF THE FLIGHT and also the areas of greatest turbulence. (The latter are indicated by black dots.) In some cases the accessions of height were very rapid and very considerable. A total height of 15,247 ft. was obtained above the take-off point, but the height above sea-level reached by Mr. Wills was 17,000 ft.



DURING HIS SUCCESSFUL ATTEMPT THE PILOT TOOK ADVANTAGE OF THE UP-CURRENTS IN THERMALS OR SMALL CUMULUS CLOUDS, some of which were considerable. The large wing-span of his glider helped him to gain height, despite the down-currents prevailing on the outside of the cloud masses. The Weihe sailplane flown by Mr. Wills has a wing-span of 60 ft.

The flight started from the Long Mynd mountain site, a Weihe sailplane being used. The start took place at 12.30 p.m. on July 23. The pilot at once obtained some lift from a local cloud formation. After this first gain in height, the pilot was observed to be flying out from the hill in a westerly direction, climbing steadily towards a giant thunder-head.

After entering this cloud formation and working into the main area of lift, by taking advantage of a strong upward current, the gliding plane moved rapidly in circles in this cloud formation under conditions of extreme turbulence. Hail and severe icing occurred before the pilot reached 17,500 ft. above sea-level. He then, at his own volition, came out of the cloud as the turbulence was more than he could cope with, and lack of oxygen was a danger to be guarded against.

The pilot then turned towards his goal of Cardiff. Entering another cloud formation on the way, lift became weak as the sailplane neared the coast and the pilot was forced to land at Newport.

THE GREAT NORTHERN ROCK WALL OF THE MATTERHORN ASCENDED FROM END TO END by two Swiss guides accompanying two Swiss Alpinists. This is the first time that this face has been conquered in entirety. The Matterhorn is 14,780 ft. in height—*Drawing by W. G. Whitaker*

The MATTERHORN CLIMBED TWICE in ONE SEASON

A Great Mountaineering Feat Accomplished by Swiss Alpinists

The Matterhorn is 14,780 ft. high: on July 14, 1865, Edward Whymper made the first ascent of this mountain, but four of his companions lost their lives during the descent. Since then there have been quite a number of other fatalities on the same peak.

In April of this year, two Zermatt guides again climbed the Matterhorn—but on this occasion it was the first time that it had been climbed so early in the year. The snow was very deep and made the achievement more difficult. In July, in spite of snow and ice, the Matterhorn was again climbed—for the second time, one of the party being Alexander Graven, of Zermatt, who had also been successful in the April ascent.

The climbers went up the great rock wall on the North Face from end to end, the first time this face has been conquered. The climb took a full twelve hours: no food or rest was possible during this period owing to the ice. The summit was reached at 5.30 p.m.

The descent was made by way of the Hornli Ridge, which is shown in our diagram below

A PHOTOGRAPH OF THE GREAT ROCK WALL ON THE NORTHERN FACE OF THE MATTERHORN, showing how it rises sheer up into the sky as seen from Zermatt. It has now been climbed twice in the same season, one of the Swiss guides having taken part in both climbs

HOW THE CLIMB WAS ACCOMPLISHED FROM ZERMATT: It took a full twelve hours of the most strenuous effort. The first ascent of this mountain was made in July 1865 by Edward Whymper: on this occasion Robert Hadow and three others were killed, and Whymper only escaped by the breaking of the rope

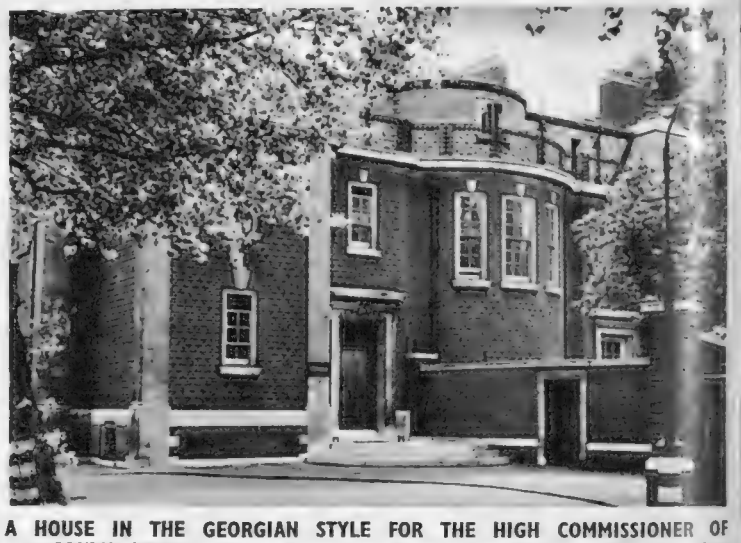
A Home News Survey

GOODWOOD AGAIN

Princess Elizabeth Visits Northampton: H.M.S. "Anson" Returns: American Students in London: And Other English News Pictures

THE FIRST GOODWOOD MEETING SINCE THE WAR: A great crowd went to the beautiful racecourse on the first day of the meeting. This picture shows Gordon Richards winning the New Ham Foal Stakes on Nebuchadnezzar, and gives an effective impression of one of the most lovely racecourses in the country, with its background of woods below the Sussex Downs. The next race was the Stewards' Cup, which produced a thrilling finish when it was won by Commissar from Royal Charger by a head, with Port Vista beaten into third place by a short head. Before the war, Goodwood was the great social occasion before the general dispersal for the August holiday season

H.M.S. "ANSON" RETURNS FROM THE FAR EAST: The famous battleship is to become a training-ship at Portland. H.M.S. *Anson*, commanded by Captain F. S. Bell, arrived at Portsmouth Dockyard at the end of last month, where she will pay off before leaving for Portland, where she will take on the duties of a training-ship. A great crowd of relatives, friends and sightseers gathered to welcome her. She had come from the Far East, and Sir Horace Seymour, British Ambassador to China until a short time ago, was on board as a passenger



A HOUSE IN THE GEORGIAN STYLE FOR THE HIGH COMMISSIONER OF SOUTH AFRICA: One of London's most beautiful small houses has been acquired by his Government as a permanent residence

THE BACK OF "THE NEW HOUSE": Another view, taken from the rear, of the new home of the High Commissioner of South Africa in London. Official residences in capital cities are more often chosen for their grandeur than for their beauty. But the South African Government has shown excellent taste in selecting "The New House" in Campden Hill for the permanent residence of its High Commissioners in London. The district contains many delightful small houses, but few more charming than "The New House," which reflects the gracious living of the eighteenth century

PRINCESS ELIZABETH PAYS HER FIRST OFFICIAL VISIT TO NORTHAMPTON : She plants an oak-tree in the grounds of the Grendon Hall Youth Centre. During a recent visit to Northampton, Princess Elizabeth presented cards of appreciation to the representatives of 103 towns and villages in the county that had reached and often passed their figures for the £250,000 war memorial appeal for the General Hospital and the Grendon Hall Youth Centre. She was officially welcomed by the Mayor and later was received at the hospital by Lord Spencer

HORSES AT THE NATIONAL STUD THAT BRING PROFIT TO THE COUNTRY : Sun Chariot (a former classic winner) with her colt by Big Game ; Chicory with her filly by Bobsleigh ; and Mystery Ship with her colt by Owen Tudor, at the National Stud at Gillingham

TWO MORE COLTS FROM THE NATIONAL STUD : They help to reduce your income tax. The National Stud at Gillingham, in Dorset, run by the Ministry of Agriculture, was intended primarily for the maintenance of British bloodstock. It has become an extremely profitable department, for during the last two years it has made more than £60,000. One stallion, Big Game, yields £8,000 a year from a service fee of £250. Yearlings have realised £500,000 since the stud was formed, and this year they are estimated to be worth £100,000. All except one, which will carry the King's colours, will be sold at the Newmarket Bloodstock Sales. The stud has had remarkable success in producing racehorses, and winnings already amount to £325,000

SHIPYARD WORKER TAKES TWELVE YEARS TO BUILD A MODEL : Richard Bell, foreman plater in a London shipyard, with his model of a Danish barque. A beautiful model of the five-masted Danish barque *Kjobenhaven*, has occupied most of Richard Bell's spare time over the last twelve years. The original ship, built for the Danish Government as a cadet training vessel, was lost at sea with all hands including 200 of the cadets. The model, a perfect replica of the original, will be shown at the Model Engineer Exhibition at the Horticultural Hall, and is valued at £1,500

AMERICAN STUDENTS EXPLORE ROMAN REMAINS IN SOUTHWARK : They came to assist the Institute of Archæology in its excavations of blitzed London. From the Eastern Universities of the U.S. (which include Yale and Harvard) come these young Americans. Left to right : Kathleen Kenyon (Acting Director of the Institute of Archæology), Marianne Moore, of Washington, D.C., Charlotte FitzPatrick, of St. Paul, Minn. ; David Posner, of New York ; Lane Barton, of East Orange, N.J., and John Stern and Don Durgin, of New York

PAINTED BY HANS HOLBEIN THE YOUNGER : A miniature portrait on card of Mrs. Pemberton, wife of Robert Pemberton, who died in 1594. The miniature appears to date from about 1540-1543 : it is inscribed ANNO ETATIS SVAE, 23. It was bought for £6,195 by the late Lord Duveen in the Pierpont Morgan sale at Christie's in June 1935

A MINIATURE PORTRAIT ON PARCHMENT ON A PLAYING-CARD of Mrs. Edward Norgate (born in 1592—*née* Larner), first wife of the artist. It is inscribed and dated 1617 at the back. The miniature is less than 2 ins. by 3 ins.

IN GOUACHE, ON PARCHMENT STUCK ON A CARD : A portrait of Sir Arundell Talbot, painted by Isaac Oliver, signed and dated at Venice 13th May, 1596, at the back. The miniature is an oval within an octangle, and is less than 3 ins. in height

THE FASCINATION OF THE MINIATURE

Revealed in an Exhibition Now Open at South Kensington

A MINIATURE PORTRAIT OF A YOUNG MAN, probably Charles I when a youth, painted on parchment by Sir Balthasar Gerbier (born 1592, died 1667). It measures 2 ins. by 1½ ins. This was formerly in J. Pierpont Morgan's collection

The Victoria and Albert Museum has again put on exhibition a selection from its permanent collection of British portrait miniatures. The conditions of temporary display which must prevail in the immediate post-war period have made it possible to include the choicest specimens from the many special collections of miniatures—the Jones, Dyce, Salting and Murray Bequests—in one continuous chronological survey. Thus for the first time can the collection be seen in its full comprehensiveness and strength. Only some 300 of the finest miniatures have been chosen and they give a comprehensive survey of this art, which attained a higher pitch in England than in any other country from its birth with Holbein shortly after 1500 to its virtual extinction with the coming of photography in 1850. Almost every decade in the long sweep of 350 years is represented by a splendid portrait of some individual characteristic of his time. All the great miniature painters of the English School are included, together with many others of lesser renown who could, none the less, produce beautiful and elegant work. Among the miniatures which are of particular interest historically may be mentioned the portraits of Anne of Cleves, by Holbein ; two of Queen Elizabeth by Nicholas Hilliard and one by Isaac Oliver ; Hilliard's self-portrait ; Anne of Denmark, Queen of James I, by Isaac Oliver ; Elizabeth, Queen of Bohemia, by Peter Oliver ; and then, skipping nearly two centuries, Mrs. Siddons by Richard Crosse and the Duke of Wellington by Cosway

THE WOMAN WHOSE PORTRAITS WERE TOO FLATTERING : The miniature, on card, of Anne of Cleves (1515-1557), fourth wife of Henry VIII and divorced by him in 1540. It is the work of Hans Holbein the Younger, and is in a turned ivory box of rose form

A PORTRAIT OF EDWARD SACKVILLE, FOURTH EARL OF DORSET (born 1590, died 1652). It is by John Hoskin, and signed with a monogram : the miniature is on a vellum card

ON PARCHMENT ON A CARD—A woman said to be Elizabeth Steward (1560-1654), wife of Robert Cromwell and mother of the famous Oliver. This is attributed to A. Hertocks, a Dutch portrait-engraver

A LADY WEARING A MASQUE DRESS : An oval miniature by Isaac Oliver on parchment on a card. It measures 2 ins. by 2½ ins. and is signed by the artist. It is one of Oliver's loveliest efforts : the dress is an Inigo Jones's design for a Ben Jonson Masque at the Court of James I. The miniature was presented to the Museum by the National Art-Collections Fund in 1942

WO SOMEWHAT LARGER MINIATURES PAINTED ON VELLUM AND OF THE SCHOOL OF ISAAC OLIVER: The one on the left is of the Duchess of Croy: it measures 3½ ins. by 4½ ins.; that on the right is of Mary, Countess of Buchan, and measures 3½ ins. by 5 ins. Both were acquired by the Museum under the Stephenson Bequest, and both contain a very great amount of detail

Y AN UNKNOWN ENGLISH ARTIST: These two miniatures were formerly ascribed to Livina Teerlinc, and, later, to Isaac Oliver. Both are dated 1590 and are painted on vellum on a card. One shows a girl of five holding a red carnation; the other shows a girl of four holding an apple. Both are enclosed in the halves of an ivory case. It has been stated that the little girls were painted at Greenwich

SIR FRANCIS NETHERSOLE (1587-1659), painted by Peter Oliver, signed and dated 1619. It is painted on vellum on card

A MINIATURE PORTRAIT ON IVORY of Mrs. Gillespie by George Engleheart (1750-1829). This is less than 2 ins. square

A MINIATURE PORTRAIT OF GENERAL CHARLES CHURCHILL painted by Nicholas Dixon (1667-1708). It is signed by the artist and oval in shape

LADY MARGARET BAGOT, painted on a vellum card by Christian Richter (1682-1732). It measures just over 2 ins. by nearly 3 ins.

ON VELLUM ON PLAYING-CARD: A young man with flame background—probably painted by Isaac Oliver (died 1617). This miniature was purchased under the bequest of Captain H. B. Murray

THE "QUEEN ELIZABETH" CHANGES FROM THE WORLD'S LARGEST TROOPER TO THE WORLD'S LARGEST LINER: The great boat is being entirely reconditioned and this picture shows work proceeding on the repainting of her hull

THE STORY OF THE "QUEEN ELIZABETH"

Will She Capture the Blue Riband of the Atlantic?

By CHARLES GRAVES

The 83,000-ton Cunarder, the *Queen Elizabeth*, was not completed when war began and plans were soon put into operation to convert her into a troopship. In this role she carried many thousands of troops to the battle-fronts, and her numerous Atlantic crossings were made in the utmost secrecy. The job of reconditioning her must be one of the greatest ever embarked upon, and it is proceeding rapidly at Southampton, where she arrived in June. When she sails again, it will be her maiden voyage as a luxury liner, and speculation as to her ability to capture the Blue Riband has already begun

IN a few weeks' time, the *Queen Elizabeth* will be starting on her official virgin voyage from Southampton to New York. But to recondition her after exactly six years of war service has been a gigantic job. She has sailed hundreds of thousands of miles and carried over 800,000 troops, often a division at a time. But not only has restoration been necessary. When the *Queen* sailed on her ghost voyage to New York in March 1940, a great deal of her actual construction was incomplete. Then her transformation into a troopship occurred in various stages and in various ports of the world. Many of her luxury fittings were removed in New York; others were removed progressively in Singapore and Sydney. As the great ship was stripped of her peace-time fitments, she was loaded with military equipment, including thirty-three guns and 10,000 standee berths, put on board by Bethlehem Steel. All the standees and over 260 tons of trooping equipment were removed in New York after VE-Day, but a great deal more had to be taken ashore at Southampton, where the dismantling of temporary toilets, wash-places, bulkheads, store-rooms and troop fittings was completed.

The *Queen Elizabeth* then proceeded to Gourock, leaving Southampton on the same tide as the *Queen Mary*, en route for New York. I happened to be on board the *Queen Mary* on this unforgettable occasion—the first time that the huge sisters were at sea together in home waters. The *Elizabeth* passed us in broad sunshine, about a mile away. Neither captain really "trod on it," rather to my disappointment, but both went quite quickly for a mile or two.

AT WORK ON ONE OF THE FOUR PROPELLERS OF THE "QUEEN ELIZABETH": The great 32-ton propellers were carefully inspected before the liner entered the George V graving-dock at Southampton, where they will be fitted. Every part of the giant engines, which develop nearly 250,000 h.p., is being thoroughly overhauled

Lying off Gourock, the *Queen Elizabeth* hummed with activity. Over 2,000 workmen, including more than 1,300 employees of John Brown and Company, worked and were fed on board. Special radio telephone equipment had to be installed between ship and shore, to facilitate matters. The degaussing cables and the steel structure supporting them were removed. Hundreds of painters and scalers, suspended on bo'sun's chairs over the ship's side, chipped away the grey war paint, applied the anti-corrosive composition, and painted the great hull in the Company's colours for the first time. It took 30 tons of paint. In the interior of the ship, work proceeded apace. Forests of tubular scaffolding grew up in the public rooms; acres of deck-space were recaulked and replanked. The twenty-six motor lifeboats were overhauled and exchanged their coat of grey for the sparkling white of peacetime. Black-out paint had to be removed from 2,000 port-holes and windows and the large glass screens on the sheltered promenade decks. The reconditioning of the electrical installations was an enormous task, involving the examination of 4,000 miles of wiring running through the ship. Lifts, cargo and baggage winches, capstan machinery, electric clocks, luminous call system and kitchen equipment all had to be tested and checked.

Tons of firebricks required renewal in the twelve enormous boilers; refrigerating and auxiliary machinery and engines had to be overhauled and repairs and renewals carried out where necessary. Ministry of Transport surveys of the lifeboats, life-boat davits, watertight and fireproof doors, and other structural features of the ship had to be completed. The galleys, which had been altered from time to time to meet the requirements of the huge numbers of troops the ship carried, were also in the process of overhaul. Pantries and service spaces, which were still unfinished when the ship entered service and which were not required for trooping, were being completed.

With an army of workmen aboard, and with widespread oxy-acetylene and electrical welding going on, extensive fire precautions had been taken. Owners' and builders' fire-watching precautions were being carried out by a special force of 200 men, and every part of the ship was being patrolled half-hourly or oftener, day and night. But this is no new experience for the *Queen*.

When at Pier 90 in New York, the American authorities detailed 900 military police to prevent sabotage during the war. No smoking was allowed on board, and one of the anti-sabotage watch actually forced his way into the captain's cabin and insisted on his putting out his cigarette, which he had been seen smoking through the window of his cabin.

Two bombs were actually found in the *Queen Elizabeth* on a pile of blankets in a troop section, but as they were thrown overboard immediately, it was not definitely ascertained whether they were of Allied or enemy origin.

By now, all the luxury furniture and fittings which were stored for safe custody in various parts of the world, as I have already described, are back in this country. The furniture from Australia was temporarily stored in Lancashire. The furniture from New York has been temporarily housed at Southampton. In addition, a large amount of equipment which was never placed on board the vessel was distributed to various storages at Southampton, Woolston, Brockenhurst and Lymington. In order to handle the material at Southampton, space was acquired at the Southampton Airport, Eastleigh, consisting of one large hangar, one smaller hangar and a portion of another hangar, plus a further large area in Messrs. Cunliffe-Owen's aircraft workshops at Eastleigh.

The large hangar is being used for the purpose of unpacking, sorting and identification of all materials; the smaller hangar as a workshop for Messrs. John Brown and Company, Ltd.; and the portion of the other hangar as an additional storage for material which is eventually to go into the workshop for repair and general overhaul. The remaining space is for the reception of all material considered in suitable condition for reinstatement on board, plus all other equipment eventually returned after reconditioning.

The third stage of this great reconditioning was reached when the *Queen Elizabeth* arrived at Southampton from the Clyde on June 16. Over 1,000 employees of John Brown and Company travelled south in two special trains to continue their work on the ship. These workmen, who cover a wide range of trades and include engineers, electricians, painters, plumbers and joiners, were accommodated, with 400 employees of nearly forty sub-contractors, at the Velmore Camp, Chandlers Ford, some seven miles from the vessel. In addition, 100 women French-polishers were engaged to put the finishing touches to furniture and panelling in the ship. The women were accommodated in special billets in the town and took their meals at a former American Red Cross club, "The Cross Canteen," in Southampton—where recreational facilities were also provided for them. The dockside shed at Berth 101, where the *Queen Elizabeth* lay, has been specially equipped to provide nearly 2,000 midday meals.

At Southampton, the finishing touches to the interior of the ship are now being made; furniture and furnishings, including ten miles of carpets, which have been stored during the war, are being placed on board, and the decorative works of art, many of which were uncompleted in 1940, are being installed.

Last Tuesday the *Queen Elizabeth* was due to enter King George V graving-dock, where examination of the four propellers, each weighing 32 tons, the giant 140-ton rudder, and underwater parts generally, were carried out. When the great task is finally completed, the *Queen Elizabeth* will be virtually a new ship,

But what speed will the *Queen Elizabeth* attain when she drives for New York this autumn? It is known that the economical speed for the *Queen Mary*, and probably, therefore, for the *Queen Elizabeth*, is 28 knots, but no doubt, as a gesture, this will be exceeded on the virgin voyage. The real secret of the maximum speed of the *Queen Elizabeth* has never been disclosed, but Sir Percy Bates, chairman of the Company, gave a hint to his guests some time ago at a luncheon of the Institute of Marine Engineers. In his speech he told how he had consulted at Liverpool with his technical men when the ghost voyage was planned, adding, "I asked our superintendent engineer, Austin, 'Assuming we have got to do this extraordinary thing, break our contract with the builders, and send an untried ship across the Atlantic without really thinking what we might meet on the way, what sort of speed do you think you could put up?' He said, 'I think about 25 knots.' Then a colleague of mine chipped in and asked, 'Well, Mr. Austin, suppose there was a German submarine about, what would she do then?' The engineer answered: 'Oh, not *very* much more than 32.'"

THE "QUEEN ELIZABETH" CHANGES HER COAT: Shipyard workers busily chipping off the grey war-paint on the hull in preparation for the black and white of peacetime

THE LIGHTER SIDE OF LIFE

Pictures Taken in and Around the Theatre

WHEN MR. WINSTON CHURCHILL GOES TO THE THEATRE—HE STOPS THE SHOW! Detained at the House of Commons by Parliamentary business, Mr. Winston Churchill arrived late at the theatre when he visited the Adelphi to witness Mr. C. B. Cochran's new revue *Big Ben*, one week after its opening night. As he came down the aisle to take his seat, he almost "stole" the show as the attention of the audience inevitably wandered from the revue to an even greater attraction. Most of the spectators rose to their feet and applauded Britain's wartime Premier as he passed to his seat

MUSIC IN BLOOMSBURY ON A SUMMER EVENING: Appreciative listeners, part of an audience of 600 people, at a concert given by the Roy Cadence Quartet in Russell Square, Bloomsbury. Holborn Borough Council has a mobile theatre visiting the Square once a week. A van trundles along in the evening, and one side of the vehicle is lowered to reveal a small stage. The audience, with its sprinkling of Bloomsbury "types," then comes along from the hotels which abound in the neighbourhood

IN ONE OF THE BIG STAGE SUCCESSES OF THE MOMENT—Mr. John Gielgud as the murderer in "Crime and Punishment" at the New Theatre. The world-famous novel by Dostoevsky has been dramatised by Rodney Ackland. Mr. Gielgud and Miss Edith Evans appear in the principal roles. The play is drawing large crowds despite other summertime attractions

A POPULAR ACTRESS WEDS IN WESTMINSTER: Miss Elsie Randolph and Mr. Vernon Page leave the Caxton Hall Register Office after their marriage a few days ago. Miss Randolph, film and stage actress, has been playing a leading role in the farce *Is Your Honeymoon Really Necessary?* at the Duke of York's Theatre. Now she is on honeymoon herself, having flown to Davos by private aircraft for that purpose following on her recent marriage. For several years Miss Randolph appeared in musical shows as leading lady to Mr. Jack Buchanan

THE PUBLIC INTEREST IN BALLET SPREADS TO THE ENGLISH COUNTRYSIDE: A performance by the Russian Ballet League at an open-air theatre at Felbridge. Miss Isobel Bateson and Mr. Ronald Graus are the principal dancers in this scene from the *Lac des Cygnes*. It was given on the stage of the Felbridge Place Hotel, near East Grinstead, during a recent Week of Ballet. In London, as in the provinces, ballet and music are enjoying a "boom" of unprecedented extent

The World of Books—By Vernon Fane

WHY THE BOOK SHORTAGE CONTINUES

Printers and Binders Unable to Meet Demands—How Paper Rationing Works—New Trends in Publishing—"Hollywoodizing" in America

THERE can scarcely be one among the readers of this page who has not, at some time during the last six years, been frustrated in his attempt to buy or to borrow a book which he has read about or has heard discussed. He knows that there is a paper shortage and that book publishers have been severely rationed during the war. Possibly he has read somewhere that more than 20,000,000 books were destroyed by enemy action, and that owing to restrictions on materials, publishers have not been able to replace those stocks.

On the other hand, he finds it perplexing to be told that in this period, and despite these shortages, several hundred new publishing firms have come into existence. All around him, on the bookstalls and in the shops, he sees what looks to him to be a plethora of trashy publications retailed at a high price, while he is unable to obtain a copy of one of his favourite classics. Every now and again someone gets angry and writes a letter to the newspapers about it.

The official answer, of course, is that the rationing of the raw materials for books must proceed according to plan, and that that plan should not, in any circumstances, be devised to exercise a censorship. It is not for a Government department, or even an advisory committee of the Trade, to decide at which point one man's trash becomes another man's classic.

On the whole, the paper rationing scheme seems to operate fairly enough, for it is based on a percentage of the pre-war consumption of paper by *all* consumers of paper. But not all consumers of paper are book publishers. A very large number of firms printing catalogues, programmes and odds and ends found, during the war, that their business had all but disappeared. On the other hand, there was an increasing demand for books, and these people were in a position to print them. Obviously, no new publishing firm could secure a paper quota, but by using paper supplied to them by printers—technically known in the Trade as "free" paper—they were able to start a very profitable business.

The effect of this competition on the established publishing firms with the works of their established authors out of print, is, of course, embarrassing. They are faced with the competition of these new firms operating with "free" paper, and the desire of their authors to see their books in print, no matter under whose imprint.

Late in the war an attempt was made by the Government department concerned to secure a more equitable distribution of technical and educational books by a device known in the Trade as the Moberly Pool. Controlled by a committee nominated by the Government department, this Pool allocated certain quantities of paper to various publishers for particular books. A notable title among these was Trevelyan's *English Social History*.

Since the war ended there has been little recognizable alleviation in the book shortage, despite that publishers are now operating on a quota of 80 per cent of their pre-war consumption, plus an additional 10 per cent earmarked for export. There are several reasons for this. Even supposing paper and raw materials in general were available in full supply, it would take the book-publishing trade several years to get back to normal. The replenishment of stock is an operation on a vast scale, and it is certain that the printing and binding trades could not take the strain.

The printing and binding trades are really the key to the situation. Binding, at the moment, is the particular bottleneck, for raw material, such as cloth, strawboards, glue, thread, etc., is not available in the same quantities to enable them to keep abreast with the extra paper which is available to the printers. In addition to this, their machinery (in common with the whole printing trade) has been subject to six years' concentrated depreciation. Neither new machines nor the necessary spare parts have been available during the war, or are available yet. Most binding machinery is either American or German, and the small amount of British machinery available is negligible. What German machinery there was has apparently disappeared behind the iron curtain, while American replacements cost dollars, which are either not available or not allowed to be available. Again, labour conditions in the printing and binding industries are unbalanced, and consequently inefficient. For six years they have been without trainees and apprentices, and these skilled trades are not learned in a few months. At the present moment the whole industry is 10,000 short of its 1939 labour force.

To add to all this is a potent and indisputable fact, which is that people are reading more books, and the demand is immeasurably greater than it was in 1939. Several theories have been advanced as an explanation, but I think that the plain economics of it are that goods in short supply are apt to create an increased demand, and that smaller newspapers, magazines and periodicals in general have also added to the increased demand for books. It should also be remembered that books have, from the beginning, been exempted from purchase tax, and therefore make attractive purchases for presents or for relaxation, of which there has been precious little in these days of austerity.

The effect of these conditions on the book trade has been considerable, and in some cases almost revolutionary. Prices have gone up; the day of the 7s. 6d. novel, for instance, appears to be ended, and what used to be called cheap editions have almost entirely disappeared from the market. Publishers will tell you that production costs are already 47 per cent above the pre-war level, and are likely to go higher, but so long as they are in a sellers market, I see no sign that publishers, as a whole, are allowing their profits to be reduced.

Authors, on the other hand, complain that their books are out of print, and that their incomes are being restricted in consequence, and they go further and say that English publishers, unable to supply Empire markets, are preventing American publishers from supplying those markets. In turn, this controversy has raised in an acute form the question of an author's rights in markets throughout the world. In this, English publishers claim to be fighting at a disadvantage in present conditions, but there are signs that they are being able to take their rightful place in the export drive, which is, after all, a concern of the whole country.

Superficially, it would appear that, in general, these conditions would operate against the ability of any young or unknown author to get his or her work published. In point of fact, this is not so, for there are signs that some of the old-established firms are alive to the necessity of encouraging new writers.

Yet there are unmistakable trends: war books, or books dealing with the war, are coming increasingly into disfavour, with the possible exception of some of the more sensational books written by, and about, the war leaders themselves. Fiction no longer leads the field in the way it did in 1939, and publishing houses generally are announcing series of reprints of classics, or near classics, from their back lists.

So far, the war has produced very few new writers, yet there never was a time when a new author of talent enjoyed a better opportunity. Maybe we shall find the pattern of the years following the last war being repeated, and it may be several years before the talent which has matured during these times of stress emerges into full light.

In the United States, where there has been a comparable boom in book sales, there have been some remarkable developments worthy of note. As soon as paper was de-rationed—almost immediately after the end of the war—books in the best-seller class began to rocket into astronomical figures. Somerset Maugham's *The Razor's Edge*, for instance, has achieved the almost incredible sale of 2,000,000 copies, out-selling, incidentally, that sensational production *Forever Amber*. In the United States, of course, a best-seller is established from the moment it has been made the choice of one of the book clubs, and from that moment it is certain of a sale of 500,000 onwards. At this point, Hollywood comes in and a big film deal is announced. On the other hand, the American publishers, suffering as they do from acute best-selleritis, are unwilling, or unable, to tackle books which don't immediately leap into that class in editions of more than 2,000 or 3,000.

The tendency over there is running towards the "Hollywoodizing" of the book industry to the point where best-sellers are planned, and sometimes written, in publishers' offices. Shrewd observers do not give this state of affairs very long to run, and they predict a slump—sudden and violent when it comes.

Meanwhile, English publishers, who are not themselves free from the best-seller complex, are protected from such violent eruptions by their own inability to run to such figures, and, of course, by the restricted activities of the book clubs over here. In the future, something of the sort may develop in this country, but even if it does, there will always be room for the selective and discriminating publisher who will go quietly about his business of discovering new talent.

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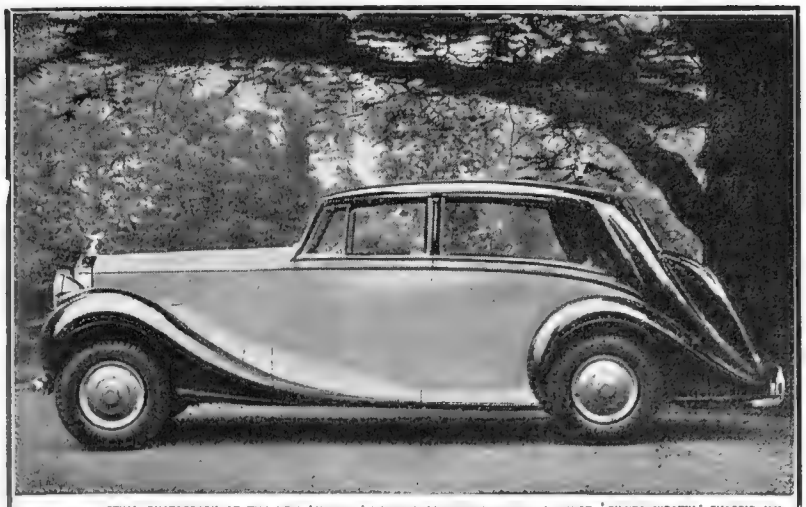

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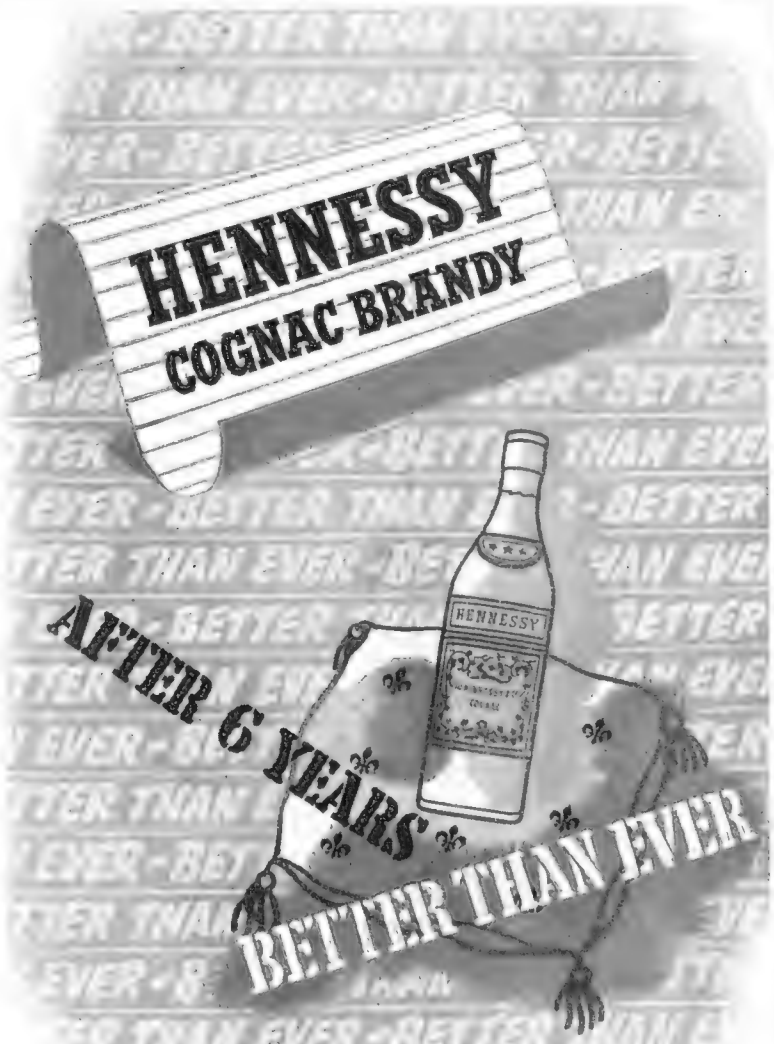

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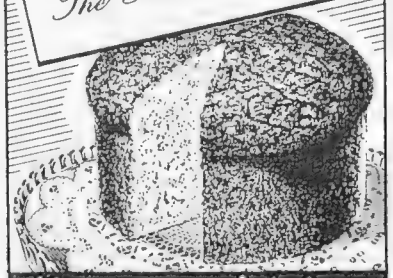

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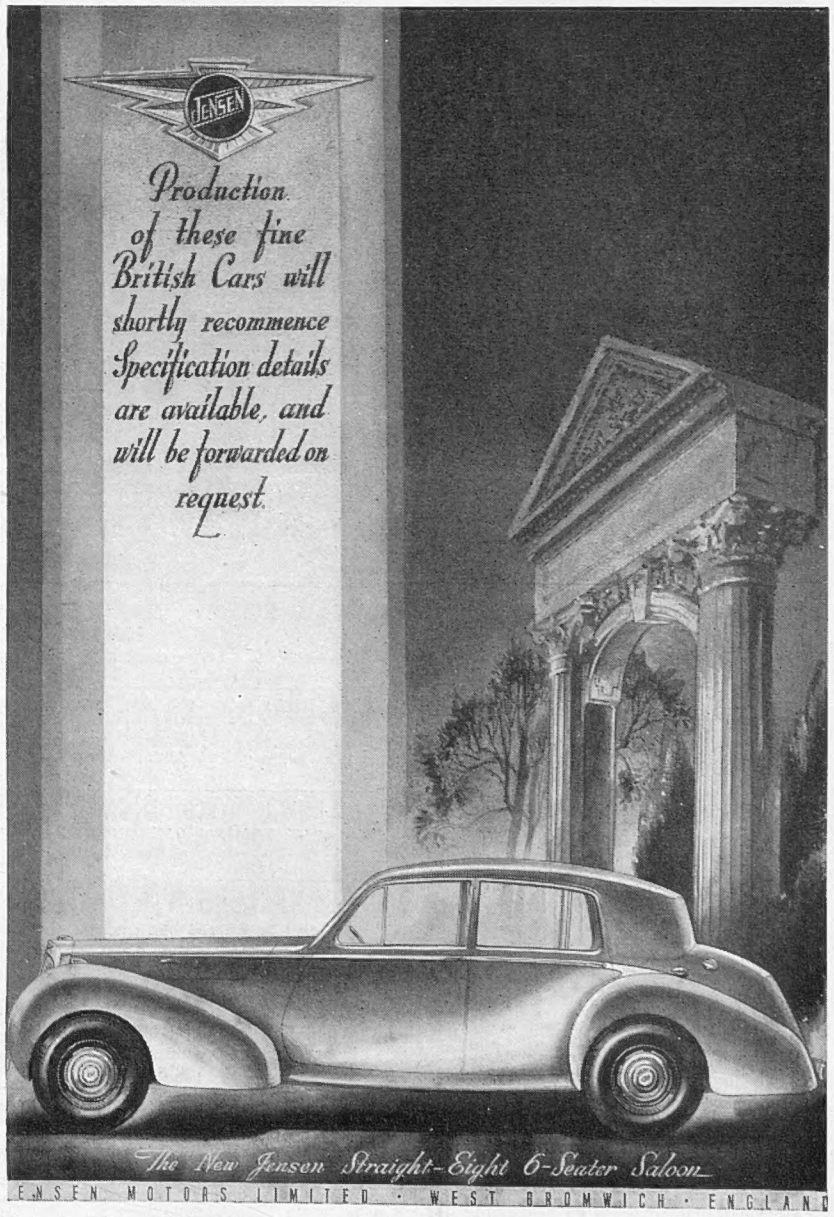

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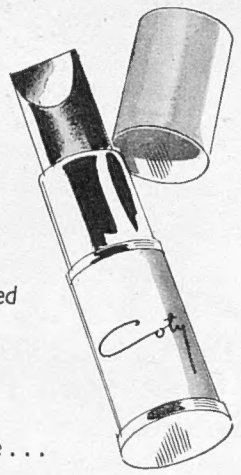

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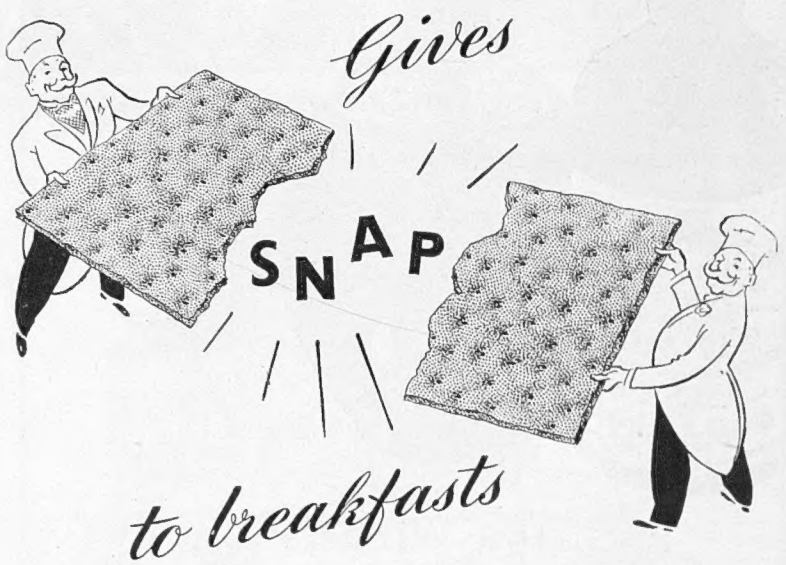

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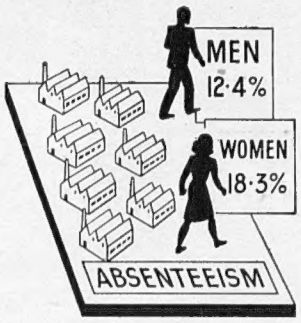

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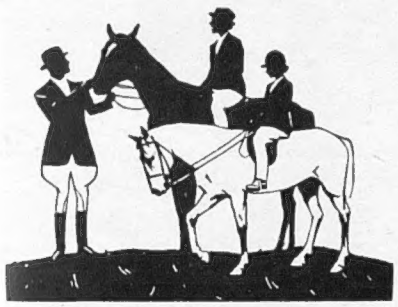

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